RCMA
NEWSLETTER
FEBRUARY 1988

Photo by Michael S. Perlman (IL-044)

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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Boca Raton, FL 33432

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Manhattan Beach, CA 90266-8198

FOR YOUR INFORMATION:

1. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropiate, send input to RCMA, P.O. Box 1198, Manhattan Beach, CA 90266-8198

2. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

3. PLEASE INCLUDE YOUR RCMA MEMBERSHIP NUMBER WITH ALL CORRESPONDENCE to newsletter editors or club headquarters.

4. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

5. Please write on only one side of the paper.

6. Please don't combine in one letter several items that should go to different addresses.

7. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

8. Your RCMA membership number and expiration date appear on your newsletter mailing label.

9. You may join or renew your membership for ONLY one year at a time.

10. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA Newsletter

Issue 144 February 1988

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CONTACTING RCMA?

For membership applications or renewals, address changes, inquiries about delivery or renewal problems, write to:

RCMA General Manager
P.O. Box 542
Silverado, CA 92676

Have a comment about RCMA club policy or newsletter content? Write to:

William Mauldin, RCMA General Editor
961 Azalea Street
Boca Raton, FL 33486

Want a letter published in *Your Thoughts* column? Write to:

Kurt Swaney, RCMA Assistant Editor
P.O. Box 1198
Manhattan Beach, CA 90266-8198

Correspondence sent to RCMA's Anaheim P.O. Box will still be answered, but there will be a 4-6 week delay.

Cover Photo: VHF/UHF radio stack in an Air National Guard KC-135 tanker.

Photo by Michael S. Perlman (IL-044)

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, Inc., P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20; South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. RCMA, Inc. does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted©. Reproduction of any material in this newsletter is prohibited without prior written consent.

CALENDAR

Send notices of upcoming events for the Calendar section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92626

Deadline: 1st of the month two months prior to cover date.

Dates for the January 1988 Newsletter

Paste up completed :	19 Nov 87	Labels to mailer :	4 Dec 87
Delivery to printer:	20 Nov 87	Newsletters to mailer:	7 Dec 87

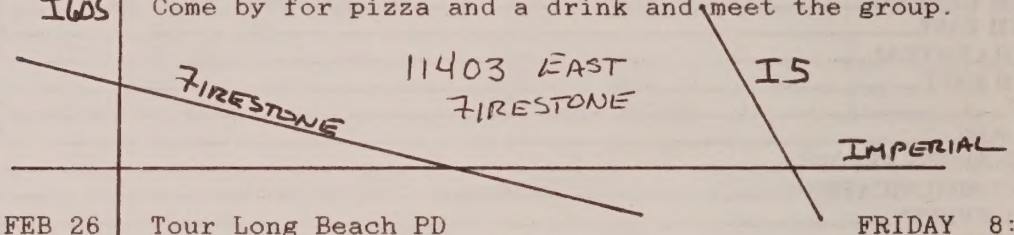
R.C.M.A. Greater Los Angeles Area Chapter

(.-- .. -. ... - --- -. .. ... -... .- -.-. --.)

In 1939 the above signal was sent to all British Naval Ships. Due to many similar characteristics we will paraphase the signal and say.

Eric is back and willing to organize and schedule some meetings for the origonal R.C.M.A social grouping. The following schedule is established for a beginning:

JAN 22 Get Re-Acquainted Meeting!! FRIDAY 8:00 PM
SHAKIES PIZZA Norwalk & Imperial Norwalk, CA
Come by for pizza and a drink and meet the group.



FEB 26 Tour Long Beach PD FRIDAY 8:00 PM
MAR 25 Tour Orange County Fire (ex Sta 91) FRIDAY 8:00 PM
APR 22 Tour Santa Ana PD
MAY 27 Tour San Beranerdno Sherrif and County Fire
JUN 24 Tour LA County Fire Department & LA dispatch

R.C.M.A. West Los Angeles Area Chapter

Contact : Rick DiFiore (CA-LA-544) (213) 397-6581 or
Hugh Stegman (CA-LA-472) (213) 398-5353
Talk in: 146.925 MHz {-600 PL-2A} Tues 1930 hrs net.

Meetings on the second Wednesday of each month at 7:30 PM. The location is Shakey's Pizza Parlor, 12924 Washington Blvd, Culver City. Take the 405 Freeway to Washington, and go west to the Shakey's at the corner of Beethoven St. Use frequency 146.925 for talkin.

Austin Area Radio Listeners Meeting

Contact David Litsinger TX -032 441-0650
P.O. Box 17142, Austin, TX 78760

3rd Thursday of the month 7:00 PM
South Austin Multi-Purpose Center
2508 Durwood (off 500 Blk W. Olterf)
Lots of easy parking here

R.C.M.A. Minneapolis - St. Paul Area Chapter

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non members are welcome to attend.

R.C.M.A. Chicago Chapter

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Saturday	March	5 1988	1:00 PM
Saturday	April	16 1988	1:00 PM
Saturday	June	11 1988	1:00 PM
Saturday	July	30 1988	1:00 PM
Sunday*	August	28 1988	all day
Saturday	September	17 1988	1:00 PM
Saturday	November	12 1988	1:00 PM

* annual Picnic - Field Day

Visitors are welcome but please confirm the date in advance.

The Chicago Chapter requests members send a years supply of 9 SASE's plus $2.00 to the "contact person" listed above. The funds will cover the printing of a newsletter that will be sent of all chapter members just before each meeting.

R.C.M.A. for D.C., MD, VA & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

Local chapter newsletter is supplementary to the RCMA newsletter. Because members are so far apart, no meetings are presently scheduled. However, anyone interested in corresponding or meeting local area members may send their name, address, phone (optional) & monitoring interests to above address. A list of these names and interests will be compiled and sent to individuals on the list. Visitor, traveler, frequency & newsletter requests are also welcome.

Northeast Scanners

Contact Les Mattson NJ 187
212 West Broad Street, Paulsboro, NJ 08066

"The Northeast Scanning News" a monthly publication covering the states of New Jersey, New York, Pennsylvania, Delware, Ohio, Maryland, Virginia, West Virginia, DC, Main, Connecticut, Massachusetts, New Hampshire, Rhode Island, and Vermont. Sample copies $2.00. Make checks out to Les Mattson.

A second ANNUAL NESN PICNIC is planned for the last of June, 1988. Picnic is open to all scanner listeners.

All Ohio Scanner Club

Contact David B. Marshall OH-146, Managing Editor
50 Villa Road, Springfield, OH 45503-1036

The All Ohio Scanner Club covers all of Ohio, plus Inidana, Kentucky, Michican, Pennsylvania, West Virginia, and Ontario, Canada, plus other areas as well. Members from these and other areas are welcome. The AOSC newsletter also features execellent fedteral goverment and below 30 MHz utilities columns.

Sample Newsletter $2.00. Membership information for a SASE

R.C.M.A. Wisconsin Chapter

Contact Scott W. Miller WI-039
122 Greenbriar Drive, Sun Prairie, WI 53590

RCMA STATE ASSOCIATE EDITORS

RCMA State Associate Editors are your in-state club representative. The job of the Associate Editor is to collect information within his state, then verify and combine the material with other contributions from your area. Once a month, the Associate Editor forwards ALL information received to the designated column Staff Editor. The Staff Editor writes the monthly column that you read in the NEWSLETTER.

If your state has an Associate Editor, send your contributions and questions to him. He is best equipped to deal with matters within his area, and can probably answer your questions of a local nature.

If your state is not listed (except for California), the position is open for assignment. If you would like to be considered for the volunteer job, send a stamped, self-addressed envelope for an application. Your active, monthly participation is required and expected if you are selected as state Associate Editor!

STATE OF MISSOURI
Michael G. Redman
Post Office Box 49
High Ridge, MO 63049

STATE OF SOUTH CAROLINA
Robert K. Cooke
717 Seven Oaks Lane
Columbia, SC 29210

STATE OF TENNESSEE
Curtis Harbin
P.O. Box 5576 EKS
Johnson City, TN 37603

STATE OF VIRGINIA
John C. McColman
32 Whitaker Avenue
Hampton, VA 23664

(Applications are available by sending a stamped, self-addressed envelope to RCMA Managing Editor, 961 Azalea Street, Boca Raton, Florida 33486.)

NEED RCMA BACK ISSUES?

1986, 1987 and 1988 issues to date are available until Dec. 31, 1988, at which time 1986 issues will no longer be stored. The following postage rates apply to all orders, and are in addition to the cost of the newsletters.

THE COST OF EACH ISSUE IS $1.00
When ordering, calculate $1 per issue. Then refer to the chart below for the correct amount of postage. (Rates based on lst class USPS)

# OF ISSUES	AMOUNT OF POSTAGE
1	$ .73
2	$ 1.41
3	$ 2.09
4 thru 8	$ 2.40
9 thru 12*	add $ .48 for each issue

*Orders shipped at maximum of two years (24 issues) per package.

NO COLUMN THIS MONTH. . .

Special Events
Editor: Nathaniel Lewis, P.O. Box 6952, Philadelphia, PA 19138

COLUMN EDITORS WANTED

RCMA is seeking editors to fill vacancies in the following columns:

Space Communications

If you are interested, please write to RCMA General Editor William Mauldin, 961 Azalea St., Boca Raton, FL 33486.

In the March issue . . .
The Technical Topics column will have a guest-authored column. Look for Bob Parnass' (IL-267) article, A Low Cost Panadaptor for the R-7000.

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well-established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

Write to: ANARC Newsletter, P.O. Box 462, Northfield, MN 55057 for the following:

- **Copy of ANARC Club listing—send 25 cents and a business size SASE**
- **Sample copy of ANARC Newsletter—send 60 cents and a business size SASE**
- **Annual subscription to ANARC Newsletter—$7.50 for residents of the U.S., Canada, and Mexico; $10 Overseas (Airmail)**

The Executive Council of the Association of North American Radio Clubs (ANARC) has announced that Robert Horvitz will become Executive Secretary of ANARC, effective 1 December 1987.

The name of Bob Horvitz is well known to those in the radio hobby. He has won widespread respect for his work as ANARC's Government Affairs Liasion. In this position he saw that radio scanner listeners' concerns were made known to the US Congress during the drafting of the Electronic Communications Privacy Act of 1986 (ECPA). He not only kept listeners posted on the progress of this legislation, but his persistent lobbying succeeded in reducing the penalties and restrictions the ECPA imposes on receiver owners.

In 1985, Bob ordanized "The Woodpecker Project" to study the negative impact of pulse radar interferrence on international broadcasters and their audiences. As head of ANAR's Over-The-Horizon Radar Committee, he brought together the resources of ANARC member clubs to create a worldwide monitoring network to determine the extent of the interference problem. Bob then worked with the US State Deparment to present his project report in Geneva at the 1987 World Administrative Radio Conference (WARC) for shortwave broadcasting. His presence as an observer at WARC marked the first time that a listeners' organization was formally represented in this important forum.

Because of his dedication and unique abilities, Bob was awarded the 1986 ANARC Award for Excellence. Bob is only one of three people ever to to receive this award.

The "ANARC Newsletter" will resume publication with the January 88 issue. Mike Knitter continues as publisher, and Bob Gunderson is staying on as Publications Manager. Current subscribers before June 87 will get full number of issues paid for. Subscriptions ordered since last June will begin with the January issue. The Newsletter is the primary medium for publicly reporting ANARC and member club's newsletters. Subscriptions for 12 monthly issues cost $7.50 for 1st class in North America. $10.00 elsewhere via airmail. Sample copies available for .60 cents plus a business SASE. Order from: ANARC Publications, P.O. Box 462, Northfield MN 55057.

FEBRUARY 20 - SOUTHERN CALIFORNIA AREA DXERS (SCADS) Saturday 10 AM to 3 PM. Meeting at Luthern Church of the Holy Trinity, 1900 East Carson St, Long Beach, CA

APRIL 20 - SOUTHERN CALIFORNIA AREA DXERS (SCADS) Saturday 10 AM to 3 PM. Meeting at Luthern Church of the Holy Trinity, 1900 East Carson St, Long Beach, CA

AUGUST 20 - SOUTHERN CALIFORNIA AREA DXERS (SCADS) Saturday 10 AM to 3 PM. Summer Picnic, Huntington Central Park, Huntington Beach, CA.

OCTOBER 20 - SOUTHERN CALIFORNIA AREA DXERS (SCADS) Saturday 10 AM to 3 PM. Meeting at Luthern Church of the Holy Trinity, 1900 East Carson St, Long Beach, CA. 15TH ANNIVERSARY PARTY

MAY 21 to 25 EUROPEAN DX COUNCIL Antwerp Belgium

JULY 14 to 17 ASSOCIATION OF NORTH AMERICAN RADIO CLUBS, Huntington Beach CA.

WASHINGTON AREA DX ASSOCIATION (WADXA) welcomes visitors to the Greater Washington, DC area to their meetings. For data on the next meeting send a SASE to WADXA 606 Forest Glen Road, Silver Spings, MD 20901.

your thoughts

Kurt Swaney, RCMA Assistant Editor
P.O. Box 1198, Manhattan Beach, CA 90266-8198

Your Thoughts is the RCMA members' forum on current topics of interest to the scanner hobbyist. If you have an opinion you would like to express, RCMA encourages you to send it in.

Your letter must include your name, address, and RCMA membership number. Due to space limitations, RCMA reserves the right to condense submitted material.

Dear Your Thoughts: 5 Nov 87

I've got a possible solution to our threatened scanner future because of the Electronic Communications Privacy Act. Why not license scanner owners?

People who carry guns can be licensed, why not scanners? Qualifications could include membership to this fine organization or others and/or membership in police/fire/rescue/EMS organizations. Possibly excluding those with past criminal records, minors, etc, the license would allow legal reception of radio communications. This should make the authorities happy, the cellular people shouldn't be too upset since their channels change as cars move, and of course fellow scanner enthusiasts will be pleased.

What do you think? If people really want or need privacy, they should scramble their signals anyway. Is it worth a try?

Carl Gerosa, NY-117

From The CAPTAIN'S DESK

William Mauldin, RCMA General Editor
961 Azalea Street, Boca Raton, FL 33486

CLUB BUSINESS BRIEFS

If you are at all interested in joining the RCMA staff, write me for a formal application form and get on the list. If there is space in this edition, we will use the centerfold for Associate Editor and Staff Editor application forms. If not, they will be printed in later editions. You can get on the consideration list right now by writing me and sending a stamped, self-addressed envelope.

RCMA Staff Editors are required to write a monthly column on their assigned subject. In return for their writing efforts, Staff Editors receive free RCMA membership for the duration of their service. Their NEWSLETTERS are also mailed by First Class Mail for much more prompt delivery. You must be able to type and have a good printer or typewriter, as writing the monthly column is your main responsibility!

RCMA Associate Editors are required to collect and submit materials on their state monthly. In return for this service, you will be the RCMA representative for your state, and your name and address will be listed in the Associate Editor Directory so your state members can send materials to you for forwarding to the Staff Editors.

FROM THE CAPTAIN'S DESK

Since this is a new program, no free or reduced membership has been approved by the Board for your volunteer efforts, but getting to know the members in your state and getting to review the information before forwarding is certainly rewarding in itself. You do not need to type or have a printer for this club position.

We want devoted workers, not information collectors. If you are not willing to fill the monthly requirements please do not apply! You must write for a formal application to be considered. If you are interested in ANY club position, whether it is presently occupied or not, write today for an application and get your name on file! We normally select replacement personnel from the wait list file. There is a lot of personal fun and satisfaction from holding a club editors position!

WHAT TO DO WHEN YOU MONITOR A CALL FOR HELP

Here are a items you should note at your monitoring post in the event you monitor a radio call for help. Many times with todays frequency conjestion and interference, only a radio monitoring buff will hear the call for assistance. Take note and know exactly what to listen for - and who to call:

1. Get the identification of the unit or person calling for help. Have a pencil and paper close by your monitor, and write down what you hear.

2. When relaying the information, give the official call signs and unit numbers that you heard on the air. If you are uncertain, say so. Don't give anything that is not totally correct without saying so.

3. Relay the exact nature of the distress, emergency or danger.

4. If you are monitoring and a description is given, repeat it exactly without adding comments or additional information.

5. Get as much information as possible on the number of people involved.

6. Pay special attention to information on injuries or deaths involved.

7. Relay exact information about the location involved. If you are uncertain about the location, by all means say so! This is very important, as help can not be dispatched without good, clear directions. Be exact and give details.

8. Note the frequency used in the distress call. Was it a strong or weak signal? Note other things which might be of help in identification of the transmitting unit.

9. In your relay, mention anything unusual about the signal, unit numbers or other information which might be helpful. Do not state that you think it was a false call in your report. Let the authorities work on this in their investigation.

10. Note exactly what kind of help is needed, and how quick.

11. Give additional information on the weather or site conditions which might be helpful to rescue teams as they arrive.

12. If you have the name of the officer, department, aircraft or person making the call, note it in your report.

13. If in doubt, call someone and relay your information. Give your name and telephone number for future reference. It is always better to let the authorities check out any distress situation than to not say anything at all.

14. Don't give any uncertain information without saying clearly that you "are not certain about this part", and give the reason why you are uncertain.

Here are some telephone numbers to note. Although these are mostly for short wave radio distress reports, they should be noted for possible emergencies:

Scott Air Force Base (nationwide emergencies) 1-800-851-3051
For Reporting EMERGENCIES ONLY!

U.S. Coast Guard	Boston	617-223-3644
--- Atlantic ---	Cleveland	216-293-3984
	Miami	305-350-5611
	New Orleans	504-682-6255

	New York	212-668-7055
	Norfolk	804-398-3231
	St. Louis	314-425-4614
--- Pacific ---	Central Pacific	808-546-7109
	Eastern Pacific	415-556-5500
	Long Beach CA	213-590-2225
	San Francisco	415-556-5500
	Seattle	206-299-5886
	Northern Pacific	907-586-7340

In addition to these numbers, you need to note the numbers for your state police / highway patrol, the local police and sheriff, local EMS and Fire. Don't forget to note the number for the closest FAA Flight Service station and airport control tower. You should have these numbers available, as they are difficult to find when you are excited and trying to remember the facts during an actual emergency!

UNDERSTANDING THE WWV PROPAGATION BULLETINS

First, what is WWV? WWV (located at Ft. Collins, CO) and WWVH (located in Hawaii) are the shortwave broadcasting stations of the National Bureau of Standards. WWV is located on your shortwave radio at 2.5 MHz, 5.0 MHz, 10.0 MHz, 15.0 MHz, 20.0 MHz. Both stations operate on the same frequencies, broadcasting a variety of things in addition to giving the exact time of day every minute. You can receive WWV and/or WWVH in the United States anytime even without a good antenna. Even Radio Shack sells a WWV monitor, very similar to the Weather Alert monitor that most of us have. More information on the complete range of services and information from WWV and WWVH are available by writing to WWV, National Bureau of Standards, Ft. Collins, CO.

Now, what does all of this have to do with you and hobby monitoring? Just this... At :18 after each hour, WWV broadcasts solar conditions to aid in propagation forecasting. They announce the solar flux, the A index, the K index, solar activity, condition of the geomagnetic field and (most important to YOU) the prediction for the next 24 hours.

The solar flux is a number from approximately 60 to over 200 that indicates the degree of ionization of the F layer. Believe me, it is not Greek or all that complicated! If you are a radio monitoring buff, you should know how to understand the flux prediction and what it means to your radio.

The daily number is important, but the long term cycle changes indicate major changes in radio propagation (skip and receiving conditions). Sixty is about the bottom of the cycle while numbers of 150 and above will allow radio signals in the 21 MHz to 35 MHz to come booming into your monitoring post. When the solar flux is above 200, the upper part of the police low bands will become quite active. Often times, you can hear skip on frequencies 50 MHz and higher.

The A index is a number from 0 to 400, indicating the solar activity for the past 24 hours. The A index is extremely important because if the solar activity is high and the absorption (A index) is up, you won't be able to use the conditions brought about by the high solar flux effectively. The lower the number, the better - although it affects high latitude locations more than those located closer to the equator. For example, with a flux of 180 and a A index of 20, the radio path for shortwave skip from the USA to Asia may be unusable, but conditions should be good between the USA and Australia.

The K index is related to the A, but it is a measure of the geomagnetic field over the previous six hours, and it usually reflects storm activity. The K index seldom gets over the number 5.

Solar activity indicates the storm conditions on the sun. It ranges from very low to very high. Low to moderate is best because it keeps the flux up while the A and K numbers are down.

The geomagnetic field activity is a result of the solar activity. It ranges from quiet to unsettled to active and follows the K indices of 0-1, 1-3, and 4 plus.

With a little review of this information, and a quick check of WWV at :18 past the hour, you will know if there is low band skip today, and why general reception conditions are good or bad. Thanks to W4KTV and Florida Skip for this information.

NEWS BRIEFS AND ANNOUNCEMENTS

With MONITORING TIMES no longer carrying the FCC microfiche, Bob Grove has advised the address for those of you who are interested in the 1988 FCC files. For price and ordering information, you can call 703-487-4650. You can also write to: National Technical Information Service, U.S. Dept. of Commerce, Springfield, VA 22161. You must give the "job number" when ordering! State index is FCH10, Job 19. Call sign index is FCH3, Job 20. FCC Masterfile is FCH17, Job 11.

-0-

Kevin Bathrick, NY-314, has written this month to advise that he is starting an new club devoted to monitoring the NY, NJ, CT, PA area. Keven has the current FCC microfiche files and will research frequencies for anyone interested in this area. For information on the ALL NY-NJ-CT-PA SCANNER CLUB, write to Kevin at P.O. Box 103, Amenia, New York 12501.

-0-

FCC holds firm in plans to apply interstate access charges to data phone lines, despite a near record number of complaints on the intended charges. The controversy over the FCC's Docket #87-215 started in July with the announcement that the FCC was intending to add charges to phone lines used to access data services such as computer bulletin boards, even when using an 800 toll free number. Interested members should write their Congressman and Senators, asking for their direct input to the FCC. Note the FCC Docket number when writing.

-0-

Creative Design Company has announced a log periodic antenna which covers all frequencies between 50 MHz and 1300 MHz. The antenna is a multi element beam with a six foot beam mast. It can be mounted vertically or horizontally on a pole, and offers no tuning, directional reception on all frequencies noted above. The initial price on the antenna is $199 UPS, and can be ordered from Orion Hi-Tech at 1-800-255-7020 or 1-818-888-4950.

-0-

The FCC has denied and dismissed the application of Aeronautical Radio in their application to construct a satellite based global voice and data system for airline communications. AvSat would have provided communications for air traffic control and even passenger phone channels world wide. The FCC said the system was technically flawed and financially unsupported. Fifteen airlines had said they would back the ARINC system. (W5YI Report)

-0-

Cellular phone business is booming. Information Enterprises of St. Louis just completed a study which indicated there are over 800,000 cellular phones in use in the United States, and the use should increase to over 3 million by 1990. (W5YI)

-0-

San Diego CB operator fined $5000 and gets one year probation for using an illegal amplifier. The FCC received over 50 complaints from neighbors regarding interference received from the illegal 200 watt linear operations. The operator ignored letters from the FCC assessing a $300 fine. In response, the FCC and U.S. Marshals arrested the operator at his home. (W5YI Report)

-0-

The Amateur Radio Novice Enhancement is working! For Fiscal 1987 there were 22,319 new amateur novice operators. Only 5,282 novice license holders that failed to renew their ham tickets. (W5YI Report)

-0-

Recent reports from Los Angeles earthquake areas indicate quite a bit of activity on the nationwide Red Cross 47.420 MHz frequency. The Red Cross frequency is usually always active in disaster areas, however, in the Los Angeles area, the low band channel is made even more active by the local UHF remote access links from two LA mountain top sites. This is a good frequency to monitor in the event of a disaster or major earthquake. The Red Cross 47.420 MHz frequency is a nationwide assignment.

-0-

For those of you interested in buying used equipment, the Ham Trader Yellow Sheets offer an excellent listing. The twice monthly published trade paper is normally devoted to amateur gear, however, scanners and commercial radios are normally listed also. Subscription is available from Ham Trader Yellow Sheets, P.O. Box 2057, Glen Ellyn, IL 60138. $3.00 offers a mini trial subscription of five issues.

NEW PUBLICATIONS ANNOUNCED THIS MONTH

The NEW HAMPSHIRE SCANNER GUIDE has mailed out their first update. The Guide, which covers New Hampshire in great detail is a great monitoring aid to those of you in the area. Information on the book and the update service should write to the Official New Hampshire Scanner Guide, P.O. Box 712, Londonderry, NH 03053.

DC Enterprises, 7887 Brandy Circle, Colorado Springs, CO 80920 announces a new book devoted to monitoring aircraft communications of all types. The 124 page soft back book covers everything from HF communications to VHF to military UHF channels. There are detailed listings by city and state locations, noting channels for each. Excellent articles offer information on monitoring air shows, parachuting, traffic watch planes, USAF and Navy aviation, and routine air traffic control and airline company conversations. The VHF/UHF AIRCRAFT DIRECTORY can be ordered for $14.95 from the above address. This is one of the most complete aircraft directories that we have reviewed in recent years.

RCMA welcomes the opportunity to review all new books that are published on communications and hobby monitoring. Publishers are welcome to send their new editions to the RCMA General Editor or Staff Editor of their choice for publication review. We also encourage publishers to advertise with RCMA. As a non-profit organization, our ad rates are very reasonable. Complete advertising information is available by writing the RCMA Business Manager, P.O. Box 542, Silverado, CA 92676.

CLOSING COMMENTS

I received seven magazines this week. Five of these were free. The cost of the publications were paid by ADVERTISING. If we expect to expand and improve our club magazine, WE NEED MORE ADVERTISING. As an all volunteer club, RCMA has no sales staff to sell and promote our club, the NEWSLETTER or our active membership. YOU are our sales and reporting staff. When you buy something, ask that the supplier consider advertising with us. If we can increase our advertising income, we CAN improve our club publication. Support RCMA and those that do advertise with us!

AIRCRAFT

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Darrel Charest, 7887 Brandy Circle, Colorado Springs, CO 80920

By now winter is almost behind us, and I'm ready for warmer weather though our Colorado skiers and resort operators could be expected to have different opinions.

Cold weather does have some beneficial effects on flying, in that cooler temperatures make for increased air density and contribute to improved performance. Yet side effects of winter weather, such as icing, frequently outweight these benefits. And while results of the NTSB investigation concerning the DC-9 crash at Denver have not been released, it seems likely that icing will be listed among the contributing factors.

Following this accident the media railed about the limited DC-9 flight experience of the Captain and First Officer, as well as the fact that the First Officer was flying the airplane. Carriers may not wish to advertise the fact, but it is common practice for the Captain and First Officer to alternate flying duties. And there are, of course, sound reasons for doing so. First, emergency situations occur requiring the First Officer fly the aircraft. A lamentable example occurred recently when the Captain for a major aircarrier suffered a heart attack as the aircraft was landing, most certainly a cricital phase in the flight. Yet the FO immediately assumed control and completed a routine landing. Second, most FOs are eventually promoted to Captain, and this hands on experience will not only serve them well but is essential before they assume these duties. Transcending everything else in the cockpit, the Captain remains "Pilot in Command" no matter who is flying.

Without question, experience is an important consideration when an individual flies a highly complex aircraft in a critical situation. The Captain had but 40 hours in the DC-9 and the FO even less. Yet in terms of total flying time the Captain had more than 10,000 hours and the FO more than 3,000. Frank Boreman (former astronaut and Chairman of the Board of Eastern Airlines) said it best during a TV interview. The experience and training of both Captain and FO provided them full

qualifications for their duties. When questioned further about the experience factor, Mr Boreman replied that there was small difference between a DC-9 and a Boeing-727 or any other aircraft in use today by aircarriers. Opinions expressed by Mr Boreman were well articulated, uncompromising and diametrically opposed to rubbish the media was trying to peddle.

So much for the editorializing, let's get on with the mail for the month.

Mark Chinsky asked if we could offer information on aicraft operating in the NYC metro area, using the call sign "Command" followed by four digets. My reply to Mark was that I couldn't give him an explicit answer but thought some of our readers might know. And until they provided us with a response, I would offer a guess that it was law enforcement, most likely city or state units. I don't think these are military aircraft. If you have any thoughts, information or ideas on this subject, let us hear from you.

Our Computer Editor, John Hodal returned a floppy disk after adding a program I requested for managing frequencies used in monitoring. So far I haven't used it, but expect to before long. Some months ago I asked John for advice on computer systems, and I found it good advice indeed when shopping for hardware. John uses a laser printer and in reading his column you can examine the superb results he gets from his equipment.

Alan Henney MD-069, was thinking of us when he attended the open house at College Park Airport and forwarded a checklist and several other bits of information. Alan asked if I knew what frequencies the FAA or NTSB used during their accident investigations. And I forwarded several frequencies in the 165-171Mhz band that I had found in a publication I had bought several years back. Unfortunately I can't print them here because they are copywrited and I don't have written permission to use them. Though I don't wish Alan poor monitoring, I told him I hope he doesn't have an occasion to listen to these frequencies since I know of no use except for accident investigation.

Our FCC Editor, George Dubois, wrote several times to keep us updated on frequencies and other information. He also included the address for Defense Mapping Agency (DMA) for ordering publications no longer available through NOAA. One of the items he included was a copy of VHF frequencies used over remote and oceanic areas, for "Exchange of operational information and to facilitate resolution of operational problems." Over the North Atlantic - 131.80, Pacific - 128.95, and Caribbean - 130.55. George also made note of the fact that these channels all fall within the enroute service. In his local area, he reports that United Express has changed from 130.2 to 130.525, that America West has changed their name to Cactus Airlines and I've heard them use that identification in Colorado Springs. He mentions that "Sundance" has been monitored on United Express' frequency 130.525 and in the past used NPE or NTE for identification. George added that one of the commuter airlines released a pilot when he landed at Kennewick, Wa. instead of Pasco. Obviously embarassing, but also a rather stiff penalty from the pilots perspective.

Here is the address and telephone numbers of DMA furnished by George.

The catalog is free and it is requested you specify the stock number (CAT6V03) when ordering.

Address	DMA, Combat Support Center Attn: DDCP Washington, DC 20315-0020
Telephone	301 227-2495 or Toll Free 1-800-826-0342

Curtis Harbin, also wrote several times during the past month. Last month he provided us with a listing for the Tri-Cities area of Tennessee. Curtis has been named Associate Editor for Public Safety Southeast and seems enthusiastic about becoming a staff member for the Newsletter. We wish him well in this assignment.

Frequencies from Howard Richman were included in the December Newsletter. But before receiving this issue, Howard wrote thinking information he provided us about ARINC had been lost in the mail. Fortunately it hadn't been, but apparently my acknowledgement was. In addition to the list of ARINC channels he confirmed in the NY metro area, Howard obtained information direct ARINC by writing to their NY office. They responded by forwarding charts and other data usefull in monitoring. And I was, of course, pleased to have him pass this on to us for the Newsletter. Several of these charts are standard page size with a complete map of the U.S. with frequencies shown for specific routes. As yet I have not come up with an idea for printing them that would provide us a print size we could read in the Newsletter. If we haven't already printed these route frequencies, we will in the near future.

Howard remarked that he had been advised that scanners in aircraft could affect the navigation system, particularly the ILS (Instrument landing system) and this is true. And for this reason the Captain's permission is required by FAA regulation before operating any type electronic device. Note the regulation is not limited to radios or scanners but could mean your computer, electric shaver or nearly any other gadget. This does not mean, of course, that all these cause erroneous readings - but simply the possibility. The problem may be compounded further in that the error might be significant, but not be immediately recognized. And as we've mentioned before, if you do fly and take your scanner along, be certain to get permission before using it! Something else Howard added was that some airlines, specifically American and United, can program passenger headsets to receive communications taking place in the cockpit. Since Howard's ARINC channels were printed in December we won't rerun them again now.

Since we received only a few frequencies and we've already mentioned them, I'll try to select a few from parts of the country we haven't heard from recently. Until next month stay warm and dry.

ARKANSAS

Blytheville AFB

Tower	126.20/255.9
Grnd	275.8
Apch	125.00/291.00
Dept	363.8
Clrnc	121.80/363.8

Fayetteville

Tower	118.50/369.0
Grnd	121.80
Apch/Dept	128.15/369.0
	126.10/269.0
ATIS	133.10

Ft Smith

Tower	118.30/381.6
Grnd	121.90/275.8
Apch/Dept	125.40/393.0
	120.90/228.4
	119.25/398.9
ATIS	120.40

Hot Springs

(Closed UFN)

Tower	120.30
Grnd	121.70
Apch/Dept	118.85/348.7

Little Rock AFB

Tower	126.20/348.4
Grnd	275.8
Apch/Dept	123.85/385.6
ATIS	271.3

Little Rock Adams

Tower	118.70/257.8
Grnd	121.90
Apch/Dept	124.20/353.6
	119.50/306.2
	385.6
Clrnc	118.10
ATIS	125.60

Pine Bluff

(Closed UFN)

Tower	118.40
Grnd	121.70
Apch/Dept	119.85/353.6

Texarkana

Tower	125.70/257.8
Grnd	121.70
Apch/Dept	124.80/381.4

West Memphis
(Closed UFN)

Tower	118.50
Grnd	121.70
Apch	119.10/291.6
	119.95
Dept	124.65/284.7

GEORGIA

Albany-Dougherty

Tower	118.80/381.2
Grnd	121.90/348.6
	241.0
Apch/Dept	125.75/226.8
	127.20

Athens

Tower	126.30/336.2
Grnd	121.80
Apch/Dept	127.50/306.9

Atlanta
De Kalb

Tower	120.90/228.3
Grnd	121.60
Apch/Dept	119.30/381.6
Clrnc	125.20
ATIS	128.40

Atlanta
Fulton

Tower	118.50/257.8
	120.70
Grnd	121.70/348.6
Apch/Dept	121.00/385.5
Clrnc	123.70
ATIS	119.00

Atlanta
Hartsfield

Tower	119.10/257.6
	119.50
	123.85
Grnd	121.75/348.6
	121.90
Apch	127.90/379.9
	118.10
	126.90
	127.25
Dept	125.00/284.7
	125.70
Clrnc	121.65
ATIS	119.65
	125.55

Augusta
Bush

Tower	118.70/239.3
Grnd	121.90/348.6
Apch/Dept	126.80/270.3
	119.15/231.1
	128.10/323.0

Dobbins AFB

Tower	126.20/397.2
Grnd	121.80/275.8
Apch/Dept	121.00/385.5
ATIS	271.6

Columbus Metro

Tower	120.10/257.8
Grnd	121.90/348.6
Apch/Dept	126.00/226.4
	126.55/278.5
	125.50/388.0
ATIS	127.75

Hunter Army Air Field
Savannah

Tower	133.55/241.0
Grnd	121.80/248.2
Apch/Dept	118.40/354.0
	120.40/388.8
	125.30/387.1
	120.85/322.5
ATIS	111.60

Lawson Army Air Field
Ft Benning

Tower	126.20/229.4
Grnd	121.05/340.1
Apch/Dept	126.55/278.5
Clrnc	121.70/248.2
ATIS	111.40

Macon
Lewis Wilson

Tower	118.30/257.8
Grnd	121.65
Apch/Dept	119.60/388.2
	124.20/279.6
	124.80
	133.10/348.7
ATIS	118.95/327.5

Moody AFB
Valdosta

Tower	126.60/289.6
Grnd	275.8
Apch	124.60/259.3
	126.60/285.6
Dept	306.3
Clrnc	121.25/255.4
ATIS	270.1

Savannah International

Tower	119.10/257.8
Grnd	121.90/348.6
Apch/Dept	125.30/387.1
	120.40/388.8
	118.40/354.0
	121.10
Clrnc	119.55/295.7
ATIS	121.30

Warner Robbins AFB
Macon

Tower	126.20/320.1
Grnd	121.90/275.8
Apch/Dept	119.60/388.2
	124.20/279.5
	133.10/348.7
ATIS	118.95/327.5

Valdosta

Tower	120.90
Grnd	121.70
Apch/Dept	126.60/259.3
	125.95/379.2

Wright Army Air Field
Savannah

Tower	126.20/231.8
Grnd	121.70/234.4
Apch/Dept	118.40/354.0
	125.30/s387.1

AMATEUR RADIO COMMUNICATIONS

This column is for reporting on amateur radio activities that may be of interest to scanner listeners. Send reports and questions concerning repeater nets, civil emergency systems, packet radio, amateur TV, etc., to:

Gordon West, 2414 College Drive, Costa Mesa, CA 92626

SCANNING THE HAM SATELLITES

The frequency was 145.5. Or was it 146.5? It's hard to remember about 27 years, but I do remember it was in the middle of the 2-meter band and the tiny signal, modulated CW, sent a feeble dit-dit-dit-dit dit-dit--the ham radio word for HI. This was the first amateur satellite, Sputnik, launched by the Russians. Although this bird lasted only three weeks, it began an era of the amateur "orbiting satellite carrying amateur radio"--OSCAR.

We are now up to OSCAR 12. Nicknamed Fuji, this is the first Japanese ham satellite, and it's coming in loud and clear to even handheld 2-meter transceivers. Also still on the air are several Russian ham satellites, as well as some digital communication birds sent up by the English. And even our ailing OSCAR 10 is back on the air again with improved sun angles recharging its exhausted solar battery setup.

Before I list the frequencies to tune in to these orbitting satellites, let's talk about AMSAT (Radio Amateur Satellite Corporation). This is a non-profit, educational, scientific corporation founded in Washington D.C. in 1969. It provides the satellites that may be used for amateur radio communications and experimentations by suitably equipped amateur radio stations throughout the world on a non-discriminatory basis. It publishes monthly newsletters and bulletins that give the very latest on what's happening aloft. They are available for a $15 contribution from AMSAT, PO Box 27, Washington, D.C. 20044.

You may tune in to their weekly high frequency radio net on Sundays. The first broadcast is at 1800 hours Zulu (UTC) on 15 meters, 21.280 MHz. An hour later it rebroadcasts this same information on 20 meters, 14.282 MHz. Both frequencies are upper sideband, and only a small antenna system is necessary to pick up their strong broadcasts. They have many other local H.F. and VHF/UHF nets to cover specific regions in the United States. Write for their net schedule.

The early OSCAR orbits required some quick antenna rotation on your part. You had a scant 20 minutes to follow the path across the sky armed with a VHF and UHF antenna system. OSCAR 10, now on the mend, gives us an elliptical orbit that allows you to concentrate your beam pattern for up to 4 hours in one general direction before an adjustment is necessary. Some satellites, such as Fuji, are so strong that even omni-directional antennas will work well during overhead passes. Soon we will see a geostationary satellite that is in a fixed orbit--but this is still another year or two away. Join AMSAT; this will speed up the process!

The ham satellites operate on specific amateur radio bands and frequency limits. Depending on the mode, the band is sometimes for receiving, and other times transmitting from and to the satellite.

Operating Modes

Mode	Uplink	Downlink
A	2 meters	10 meters
B	70 cm	2 meters
J	2 meters	70 cm
L	24 cm	70 cm
S	70 cm	13 cm
JL	2 meters/23 cm	70 cm
K	15 meters	10 meters

10 meters = 29 MHz
2 meters = 145 MHz
70 cm = 435 MHz
24 cm = 1269 MHz
13 cm = 2401 MHz
15 meters = 21 MHz

Amateur radio operators transmit full duplex when running through the satellite. This means they transmit on one band while simultaneously listening to their signals on the other band. A noticeable echo is always present due to the range of the satellite.

Single sideband and CW is the usual communications method by hams. Digital is sometimes used, but FM forbidden because it draws too much power from the satellite system. This means you will need a shortwave receiver or a VHF/UHF communications scanner to hear these calls clearly. While an omni-directional, VHF, all-band antenna could be used, directional antennas are always better. But, to get started, try tuning in to the following bands with your existing omni-directional antenna network and see what you can hear!

15 meters	21.2 to 21.250 MHz
10 meters	29.410 to 29.450 MHz
2 meters	145.90 to 146.00 MHz
70 cm	435.795 to 435.900 MHz
70 cm	436.020 to 436.950 MHz
24 cm	1269.050 to 1269.850 MHz

This is just a starter list of frequencies. Once you become familiar with satellite operation, you'll be able to accurately predict the exact beacon frequency, time, and where to point a rotatable antenna. I bet if you put down this book right now you should be able to pick up something on one of these frequencies with any type of outside antenna system.

You can usually identify the satellite by its slightly changing frequency on CW or upper sideband/lower sideband. This is called Doppler shift, and the frequency excursion is created by the velocity of the bird traveling to or away from our receiving station.

Tuning in to these orbitting space stations is fascinating. Any good shortwave set will capture strong signals on 10 and 15 meters. The ICOM, Kenwood, and Yaesu VHF/UHF all-mode receivers do a nice job on the higher bands. A ground plane scanner antenna or discone usually hear these signals without much trouble. You will need to crank that sensitivity control all the way to full! An external antenna preamp could also help, too.

Remember--you'll hear almost nothing on FM, so use the right equipment to hear the fascinating world of OSCAR. You don't even need to be ham to get the excitement out of DXing these whizzing space vehicles. Now go ahead--put down this RCMA Bulletin--and try it right now. I bet there's a bird out there within view!

BEGINNER'S CORNER

If you are new to monitoring or have a question about something you don't understand, please write to me at the address given below, and I'll try to answer you. When posible, your questions and answers will be printed. For those who wish an immediate reply, please send a self-addressed, stamped envelope.

John P. Leth-Nissen, Rt. 1, Box 101, Benton, KS 67017

YOUR MAILBOX: Several noteworthy arrivals. **A T T E N T I O N ! ! !** The "1988 Grove Catalogue and buyer's guide to monitoring" has arrived. Aside from being an RCMA friendly source for equipment and technical advice, this catalogue has several new sections that provide a wealth of information on shortwave and monitoring hardware and terminology. Explanations of well balanced ($ and sense) monitoring setups are described in clear layman's terms. Beginners looking for a good overview of basic concepts as well as veterans considering equipment upgrade could do well to request a copy of this Catalogue/ Buyer's Guide, from Grove Enterprises, P.O. Box 98, 140 Dog Branch Rd., Brasstown, N.C. 28902. As an added bonus, the catalogue has Top 100 lists for popular Short Wave and Scanner frequencies.

Special thanks to Malta, RCMA#74706, for the ice-breaking inquiry that moved Beginner's Corner into the international correspondence mode. All inquiries and comments are welcome and each will receive a direct response, so jump right in and avoid the rush!

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INQUIRY: NY-354 Lives on the first floor of an apartment, is not allowed an outside antenna and offers the following: "What I want to know is, are those indoor antennas any good? Is is worth my while to spend $50-$60, or will the difference in my reception be worth the expense?"

ANTENNA ENVIRONMENT: Under ideal conditions, a receiving antenna (especially above 30MHz) wants to be in the electro-magnetic line of sight to a transmitter. As it turns out, there is a slight tendency for these waveforms to follow the earth's curvature so the waveform line of sight is somewhat better than your visual line of sight. That is why the first recommendation to RF monitors is get the antenna as high as possible. Under less than optimum (strong in-view signal) conditions a large number of coms may still be detected via ground hop, skip or related phenomena.

Another feature of the ideal environment is that the antenna be as far away as possible from local electro-magnetic interference sources. These items could include high voltage lines/transformers, electric motors, neon/fluorescent lights, high energy automotive ignition systems, computers , etc. The higher the gain of an antenna and the wider the range of frequencies it is designed to receive, the more critical its placement away from RFI sources becomes. The typical monitor antenna is designed for an exceedingly wide reception

bandwidth. Outdoor elevated antennas can generally be located away from these sources and seldom require highly amplified gain because they already have a good 'view'. As a practical matter, few if any antenna systems ever achieve the ideal, but in most cases a $ and sense solution can be achieved.....put one outdoors, move to where you can put one outdoors, or if need be go to an 'active' unit indoors.

ACTIVE INDOOR ANTENNA: The environmental variables affecting Indoor Active (preamplified) Antennas make it difficult to clearly state cost vs performance. Topographic (average local) elevation, the immediate proximity of RFI sources and signal path obstructions (composition and density of adjoining structures) are critical considerations.

For indoor applications, reception improves dramatically when the building is located at or above average local elevation and/or the installation is situated two or more stories in the air. In all cases height should only grudgingly be compromised to avoid signal path obstructions or local noise sources.

Radio frequency signals present in the antenna are commonly qualified as the ratio of desired 'signal' to undesired 'noise'. A high 'SIGNAL TO NOISE RATIO (S/N)' results in quality reception with little to no background noise. Distant or otherwise weak signals typically have higher accompanying noise levels, an irritating phenomena commonly experienced when the receiver is pushed to the distance limits of its sensitivity. The only thing a preamplifier can do is boost all present RF signal components in directly proportional amounts. For the case of indoor antennas, the preamplifier boosts the RF signal with its accompanying noise as well as local environmental RFI. As indoor antennas may be very close to RFI sources, several locations may have to be tested to determine a best final installation.

No amount of amplification can bring up a signal that doesn't make the trip to the antenna. Building walls, depending on type of material, may absorb or reflect substantial amounts of signal energy. Wooden structures absorb some energy, heavily reinforced concrete absorbs some/ reflects some, and metallic components (like aluminum siding) provide the worst case scenario. Installation should seek to avoid the effects of surrounding structure materials. Nearby tall buildings and/or densely wooded areas may significantly reduce signal strength and are therefore a consideration.

GETTING THE BIGGEST BANG FOR THE BUCK: Despite all of the pitfalls, Indoor Active Antennas are sometimes the only answer and they often give worthwhile results. If you live close in to a metropolitan area there are so many signals present that any antenna gain automatically opens up a whole new world. If you are rural and can provide the antenna with a reasonable view toward the big city (a facing window or soft material environment) a dramatic improvement may be achieved. If the environment is noisy , some motor driven appliances and/or gas type lighting systems may need to be shut down whilst monitoring. It is also highly desirable to use a preamplifier where gain is adjustable. Strong incoming signals could otherwise overdrive the high-gain amplifier resulting in Intermodulation Distortion (Intermod) or non-linear amplification (clipping/gain compression).

Translated to the bottom line, if you are receiving some reasonably good signals now with little immediate environmental noise, a power antenna is certainly worth a try. If you can't seem to get much of anything and/or noise is already a big problem, you might want to conditionally test a unit or borrow one if possible before taking the plunge. The cases where nothing worthwhile is gained are rare and far between and if you are like this editor, you'll take those freqs. any way you can get them.

As a final note, BC recommends a remote antenna connected to a wideband preamp. While a single desktop package (integrated unit) is convenient, it seldom occurs that the best location for the antenna is next to your receiver. Remote indoor antennas with 20ft of terminated cable can be had in the $10 price range. Preamps will run somewhat higher ($30-$50) and therefore represent the bulk of the investment.

If this antenna system doesn't provide needed results, all or part of your investment may be recoverable. You may be moving to an area where the indoor unit would be satisfactory. You may someday have an outdoor antenna and be glad to hmoe a preamp in the system. The entire Indoor Antenna system could improve your local FM-STEREO reception if coupled to your HI-FI receiver. The wideband preamp could well be used in conjunction with an outdoor TV antenna to improve its performance. Even if you are on cable, a neighbor or friend might have need of a preamp, so the risks can really be minimal. (Note SASE enclosed with response so let us hear how it turns out)

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MEMBER CONTACT REGISTRY SERVICE: BC is involved in setting up and maintaining a direct path whereby interested members can easily initiate contact and correspond with one another on topics of mutual interest. To get online with this service, Send BC a SASE and include the following information: **1. MEMBERSHIP #, 2. MAILING ADDRESS, 3. NEWSLETTER COLUMNS OF INTEREST.** The Registry will be an ongoing database, with current printouts available SASE to listed members only. Strict confidentiality will be observed and member data will be deleted on request. A first edition printout will be sent out as soonmo as regional and/or topic links are reasonably established. This service hopes to link interested members and provide a forum for the formation and growth of local groups. Considering the cost of a stamp, why not be in touch????

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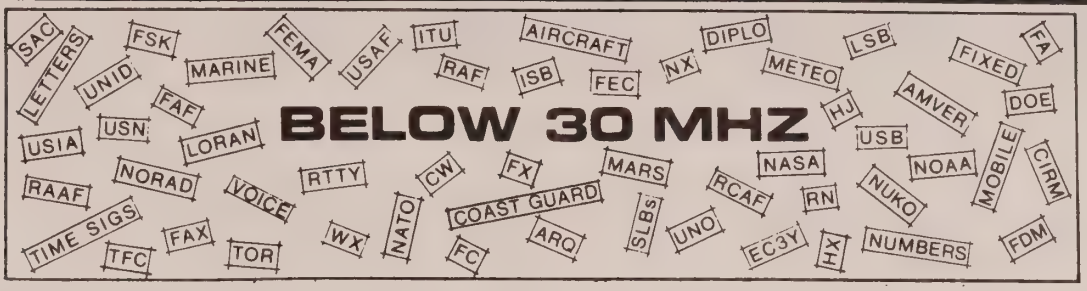
LOGGING MONITORED TRANSMISSIONS: As the first receiving equipment finds its way home, the fledgling monitor maniac quickly discovers that there are just an overwhelming number of locally active frequencies. Getting a sensible grip on what is available, where and when to listen typically defies a casual approach if hobby time is to be effective. Starting this month, BC will be discussing ways to set up a record keeping system using minimal effort to relieve maximum confusion. A little effort can make monitoring time immensely more productive and enjoyable.

First, the sad news.....There is no single best or standard way for setting up and maintaining records. A quick glance at the frequency reports in this and other newsletters quickly illustrates that there are a great number of formats used. The same holds true between published 'Frequency Directories' and other commercially available lists. THE GOOD NEWS is that whatever works best for your requirements is in fact the ultimate system. With that idea in mind, BC will first get into ideas for manual files and what types of information you may want to have in your system. For those with home computers, the merits of various types of information may be helpful in setting up data fields and sort routines. Onward!!!!

By far the most manageable and inexpensive approach is to start with a spiral notebook and a bunch of 3 by 5 index cards. The notebook is useful for jotting down information while monitoring. After deciding on a format (data and its arrangement), the 3X5 cards receive pertinent entries from the listening notebook. This cardex approach has powerful flexibility as records can be sorted at will by any of the data types. Re-sort capability can improve your visibilty on how systems and networks actually operate. Re-sort also means that new records can easily be sequenced into your file (no massive re-writes). Should you ever decide to use a home computer, setting up and transferring the data is greatly simplified.

What to include on each card is a function of how many things you want the system to do for you! FREQUENCY and USER are obvious, but you already new that. So what about Call Sign, Category of Service, Transmission System Used, Transmission Mode, Transmitter Location, Signal Strength, Amount of Traffic, etc? Would On-Air and Radio Check data be useful. What about a Comments section where not otherwise classified data could reside? Stay tuned next month as BC discusses what these and other bits of information could do for your hobby!! What ever recording components you choose, a little effort can bring order out of chaos and make monitoring time more productive. JOHN KS-036



This column is for HF AM, CW, SSB,RTTY and FAX reception reports, notes, articles, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations—essentially everything except broadcasting, CB and amateur radio.

Hugh Stegman, 4354 Coolidge Ave, Los Angeles, CA 90066

Greetings!

Band conditions continue to improve as the solar activity increases rapidly. Winter nights are good for monitoring, as both long and short paths work reliably on all frequencies below 9 MHz. Both noise and LUF (Lowest Usable Frequency; the D layer cutoff) are at their lows for the year. If you're up just before dawn, check out the frequencies between 3 and 7 MHz. You will be amazed at how well the other side of the world comes in.

Maritime radio:

Lately I've been listening to the bands used by ships on the high seas. Most of the traffic passed here is routine ship's business and telcom, but the occasional rescue or shipboard brouhaha keeps things interesting.

These bands seem chaotic, but careful examination reveals a pattern. The busiest ones are near 4, 6, 8, 12, 16 and 22 MHz. I seem to hear the most voice activity on the lower four. Ships can choose the band with the propagation needed to reach coastal stations. These big commercial stations put out potent signals, and the CW ones run channel markers that make good propagation indicators. There are also frequent weather broadcasts and lists of vessels having traffic.

Voice channels occupy the low and high ends of these bands, for ships and coast stations respectively. Channels are 3.1 kHz USB, and are given numbers of the band + channel number (413, 605, etc.). Ship simplex is at the low end too. 500 Hz, simplex CW channels are in the middle, with ship and shore RTTY on either side. RTTY is usually 170/ARQ SITOR, though the military uses different modes and shifts.

The "Love Boat" cruise ships can be heard regularly. Their telcom is protected by Federal laws pertaining to secrecy. Most goes through the AT&T "High Seas" stations WOO (NJ), WOM (FL) and KMI (northern CA). These usually run only one side, but the ship (if audible) will probably have both. Many conversations sound like this:

"Do you know this costs 15 dollars a minute?"
"No. Really?"
"Really..." and on into the night...

Each band has one calling channel and at least one used by the U.S. Coast Guard. Yes, drug interdiction and law enforcement can be heard, though they are starting to scramble this.

Here are some channels where you're sure to hear some action:

shore	ship (kHz)	ch #	use
4125.0	simplex	421	US & Canadian CG/ distress very busy off Alaska
4428.7	4134.3	424	USCG / AMVER / wx

4429.4	simplex	---	USCG / tactical
5696.0	simplex	---	USCG / ground/air rescue
6506.4	6200.0	601	USCG / ops & wx
6518.8	6212.4	605	USCG / tac/scrambling hrd
6521.9	6215.5	606	Busy U.S. inland waterway
8718.9	8195.0	801	USCG / most COMMSTAs
8765.4	8241.5	816	USCG / all COMMSTAs
8768.5	8244.6	817	USCG / tactical
8984.0	simplex	---	USCG / ground/air rescue very active in Hawaii
13113.2	12342.4	1205	USCG / operations & wx
13138.0	12367.2	1213	Canadian CG / wx

All Ohio Scanner Club:

You've probably heard of the AOSC, which publishes a bimonthly newsletter patterned after this one. Well, they have an HF column too! I was sent a couple of copies by managing editor David Marshall (RCMA #OH-146), and they had some good loggings. Sample:

kHz	mode	UTC	station or traffic
2670.0	USB	2257	"NMK" USCG wkg ship in distress
4063.0	USB	1445	"WCM", Pittsburgh, wkg. tugs
4467.5	USB	0100	CAP gulf coast hurricane net
4506.0	LSB	0035	Outband fishing boats in gulf
5690.0	USB	0020	"Lahr Military"/ RCAF, Germany
6683.0	LSB	0123	"Air Force 2" wkg. "Andrews"
8903.0	USB	2300	Central African ATC & aircraft
8942.0	USB	1342	"Hong Kong" wkg. "Ho Chi Minh"
11407.0	USB	1648	"SAM 26000" (AF-1 backup a/c)
15015.0	USB	2145	"SAM 31683" patch to "Andrews"

Thanks, guys.

More on SAC echoes:

A recent discussion on a local computer BBS made the point that the single echoes heard on SAC ground stations are the result of multiple transmitters being fed by slow landlines, not satellites. The SAC HQ at Offutt AFB (Omaha, NE) can "sieze the net" by keying everything at once. SKYKING, indeed... these are powerful stations, and might even come the long way around. Long path is back!

Australian wierdness:

On 28 November 87, from 0600 to 0700 UTC, I ran across a strange Australian telcom on 9070 kHz USB. It sounded like a law lecture, followed by a discussion in which students asked questions about the finer points of British common law. After this the professor was thanked, and class dismissed. Anyone have the faintest idea what this was? University instruction in the Outback?

Plan your listening (part 4):

"Last night the solar flux was 120, and I still couldn't hear Israel," says the listener as he pops more Excedrin. Welcome to the infuriating world of auroral zones.

Books seem to show the ionosphere as a smooth happy mirror in the sky, but the real thing is turbulent and full of strangeness. Aurora is strongest around the magnetic poles, and is caused when charged solar particles whang into the F layer and tear signals up. They also charge the D layer, increasing signal absorption. This double whammy makes HF less useful in polar latitudes, and also cuts off long-haul DX to varying degrees.

The United States, for example, is near the northern auroral zone. Grab a great-circle map and notice the huge area of Asia, the mideast and northern Europe that is often inaudible. Radio Beijing makes it through on brute power, but the programs are fluttery and so smeary as to be unintelligible much of the time. Lesser signals might not get here at all.

Since aurora is geomagnetic activity, the two indices broadcast along with the solar flux are the best way to determine what's happening. Get these from WWV daily, at 18 minutes after each hour. Solar flux relates to MUF and signal strength, but doesn't tell the whole story on high-latitude paths. The A index is a daily average of activity, while the K is updated more frequently. If the K is 4 or above, don't expect much from the auroral zone. When it gets to 9, turn off that useless HF set and look for the pretty northern (or southern) lights. If you're in the U.S., you may be zoned yourself.

73 until next month.

BUSINESS, ETC.

This column is for reporting frequency and radio system information for the following services: business, forest products, petroleum industry, special industrial, manufacturers, motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.) and all school & college related frequencies.

Send business monitoring information <u>west of the Mississippi</u> to:
Cliff Polkinghorn, 2580 Parkside Drive, Union City, CA 94587

WELCOME TO BUSINESS ETC. WEST FOR FEBRUARY 1988. THIS MONTH WE HAVE CONTRIBUTIONS FROM RORY CA SL 008. AND GEORGE CA TA 001. I HOPE YOU ALL HAD A NICE (AND SAFE) HOLIDAY SEASON. I MENTIONED A COUPLE MONTHS AGO, THAT THERE WAS AN EMERGENCY VEHICLE DEMONSTRATION COMING UP IN THE SAN FRANCISCO BAY AREA, IN APRIL. IT APPEARS THE DATE HAS BEEN SET FOR APRIL 12 (SUNDAY). IT WILL BE HELD AT THE HAYWARD AIRPORT, ON THE WEST SIDE (NEAR THE NAT'L GUARD UNIT LOCATION). I HOPE SOME OF YOU IN THE AREA WILL BE ABLE TO ATTEND, IT PROMISES TO BE QUITE GOOD. ENOUGH OF THAT FOR NOW, ON TO THE CONTRIBUTIONS.

FROM RORY

SANTA MARIA	KUHL FM NEWS	450.050	
SANTA MARIA	FM 102 NEWS	161.760	
SANTA MARIA	HIGHWAY DRIVE IN	154.600	
SANTA MARIA	McDONALDS	154.600	
SANTA YNEZ	YELLOW CAB TAXI	461.400	

THANKS RORY

FROM GEORGE

GROVELAND	M & B RANCH	49.160	WYP912
GROVELAND	DALES MASONRY	152.360	WZH344
GROVELAND	DOWN TO EARTH CONST	151.665	WZP468
GROVELAND	PINE MTN. REALTY	35.70	KNER267
GROVELAND.	PAC. TEL. CH 1	451.400	KZH574
---------	TUOLUMNE TEL. CO.	451.325	KFW738
GROVELAND	PAC. TEL. CH 2	451.300	------
GROVELAND	PAC. TEL. CH 3	451.325	------
GROVELAND	PAC. TEL. CH 4	456.325	------

HOSPITAL PAGERS IN THE TUOLUMNE COUNTY AREA

F-1	35.64	F-2	35.68	F-3	43.64	F-4	43.68
F-1	152.07	F-2	157.450	F-3	162.662	F-4	163.250

MODESTO	MEDI-FLIGHT	155.385	KWJ264
MODESTO	SCENIC GEN. HOSP.1	155.385	KWJ268
MODESTO	SCENIC GEN. HOSP.2	155.400	KWJ268
MODESTO	MODESTO AMB.	155.295	KUN528
MODESTO	DOCTORS AMB.	155.220	

MODESTO	MEMORIAL HOSP.1	155.385	KWJ272
MODESTO	MEMORIAL HOSP.2	155.400	KWJ272
OAKDALE	OAK VALLEY HOSP.1	155.385	KWJ266
OAKDALE	OAK VALLEY HOSP.2	155.175	KWJ266
TURLOCK	TURLOCK MED. CTR.1	155.385	KWJ273
TURLOCK	TURLOCK MED. CTR.2	155.175	KWJ273
TURLOCK	TURLOCK COMM. HOSP	155.385	KTH490
TURLOCK	TURLOCK COMM. HOSP	155.220	KTH490
TURLOCK	TURLOCK AMB.	155.220	WQW513
SONORA	SONORA COMM. HOSP 1	155.295	KZI319
SONORA	SONORA COMM. HOSP 2	155.400	KZI319
TUOLUMNE CO.	AMB. DISPATCH	155.295	
TUOLUMNE	TUOLUMNE GEN. HOSP	155.295	KZI293
TUOLUMNE	TUOLUMNE GEN. HOSP	155.400	KZI293
----------	SIERRA BIRTH CTR.	155.295	KZI368
----------	SIERRA BIRTH CTR.	155.160	KZI368
----------	MEDICAL PAGERS	163.250	

NOTE: MEDIC 10 = 24 HR UNIT IN SONORA
MEDIC 11 = RESERVE UNIT IN SONORA
MEDIC 20 = MI-WUK VILLAGE (HWY 108)
MEDIC 41 = GROVELAND (HWY 120)

MARIPOSA	AMB. DISPATCH	153.995	
MARIPOSA	MED 8	463.175	
SAN ANDREAS	MARK TWAIN HOSP. 1	155.325	
SAN ANDREAS	MARK TWAIN HOSP. 2	155.400	
CALAVERAS	CALAVERAS AMB.	47.54	
CALAVERAS	CALAVERAS AMB. DISP	155.325	
MERCED	COMMUNITY MED. CTR.	155.280	
MERCED	COMMUNITY MED. CTR.	155.295	
MERCED	RIGGS AMB.	800 MHZ	
STOCKTON	ST. JOSEPHS HOSP	155.220	
LODI	LODI COMM. HOSP 1	155.400	
LODI	LODI COMM. HOSP 2	155.280	
LODI	LODI MEMORIAL HOSP	453.125	
(I THINK HE WANTED TO SAY 463.125 ???)			
LODI	LODI AMB.	155.205	
------	PARAMEDIC NET	453.150	
STOCKTON	STOCKTON AMB.	155.160	
---------	A-1 AMB.	155.280	
---------	ALL CITY AMB.	155.220	
---------	DELTA AMB.	155.160	
---------	LIFE FLIGHT HELO	155.400	
SACRAMENTO	KAISER HOSP 1	155.220	
SACRAMENTO	KAISER HOSP 2	155.340	
SACRAMENTO	KAISER HOSP	453.025	
SACRAMENTO	SACRAMENTO AMB.	46.04	
SACRAMENTO	SACRAMENTO AMB.	155.295	
SACRAMENTO	FOOTHILL AMB.	155.295	
FRESNO	COMMUNITY HOSP 1	155.340	
FRESNO	COMMUNITY HOSP 2	155.385	
FRESNO	COMMUNITY HOSP	453.025	
------	AMERICAN AMB.	155.220	
------	JONES AMB.	155.175	
------	CLOVIS AMB.	155.205	
------	CLOVIS AMB.	853.0625	
------	ST. AGNES AMB.1	155.340	
------	ST. AGNES AMB.2	155.385	
------	VALLEY MED. CTR.	155.340	
------	SUTTER COMM. HOSP	155.340	
------	SUTTER MEMORIAL	155.340	
------	SUPERIOR AMB.	155.265	
------	LOS BANOS COMM HOSP	155.355	
SONORA	VIC'S CHEVRON	35.96	
------	DODGE RIDGE SKI AREA	35.96	

WELL THATS IT FOR FEB.
MUCH THANKS TO RORY AND GEORGE FOR THEIR HELP

Cliff

Send business monitoring information east of the Mississippi to:
Brandt Niemuth, P.O. Box 541, Rosemont, IL 60016

SALVATION ARMY 800 MHZ RADIO SYSTEMS

ILLINOIS
CHICAGO, 860 N. DEARBORN 2 MOBILES
CHICAGO, 506 N. DES PLAINES 27 MOBILES, 1 CONTROL STATION
CHICAGO, 2258 N. CLYBOURN 20 MOBILES, 1 CONTROL STATION
811,812,813,814,815.0875
811,812,813,814,815.1125
811,812,813,814,815.1875
811,812,813,814,815.6625
853.4875 (860 N. DEARBORN) 15 MO
ROCKFORD, 1706 18TH AVE.
816.4125 19 MOBILES, 1 CONTROL STATION
817.3125
818.2125
819.1125
820.0125
WAUKEGAN, 115 S. SHERIDAN
816.9125 13 MOBILES, 1 CONTROL STATION
817.8125
818.7125
819.6125
820.5125

INDIANA
GARY, 1351 W. 11TH ST.
811,812,813,814,815.0875 13 MOBILES, 1 CONTROL STATION
811,812,813,814,815.1125
811,812,813,814,815.1875
811,812,813,814,815.6625
INDIANAPOLIS, 711 W. WASHINGTON ST.
816,817,818,819,820.7625 14 MOBILES, 1 CONTROL STATION

MICHIGAN
DETROIT, 1627 W. FORT ST.
816,817,818,819,820.5625 39 MOBILES, 2 CONTROL STATIONS
PONTIAC, 118 W. LAWRENCE ST.
816,817,818,819,820.9625 15 MOBILES, 1 CONTROL STATION

MINNESOTA
MINNEAPOLIS, 900 N. 4TH ST.
816,817,818,819,820.1375 25 MOBILES, 1 CONTROL STATION
816,817,818,819,820.3875
816,817,818,819,820.6375
816,817,818,819,820.8875

WISCONSIN
MILWAUKEE, 4757 N. 76TH ST.
853.4875 6 MO
MILWAUKEE, 324 N. JACKSON ST.
811,812,813,814,815.1375 11 MOBILES, 1 CONTROL STATION

Notes:Repeater outputs are 45 Mhz above the 811 - 820 inputs.
853.4875 may be for mobile only simplex intinerant use.
These are not confirmed to be in use.
05/86

From Carl WI-54

RCMA has a Telephone Number

The new RCMA telephone number is (714)545-9551. It's 'manned' by an answering machine, and while it's been established for RCMA members, its use is limited. You may leave a message concerning delivery or renewal problems; you cannot use it to request club information or order back issues. Appropriate response will be made by letter or postcard, not by telephone. Any call regarding a membership problem MUST be accompanied by your membership number.

Please remember that it is a toll call, so be sure before you dial that a written communication won't do just as well.

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor listening and questions to:

Rob Berezowski, 310-4045 Rae St, Regina, Saskatchewan, Canada S4S 6Y8

Greetings everyone and welcome to the February 88 Canada column. I'm writing this at the end of November, and it's just now starting to get cold here, but not much snow has fallen yet. Winter is definitely coming though, and so are the Olympics.

As I write this column, they are counting the days until the 1988 Winter Olympics begin in Calgary. The Olympic Torch Relay has begun, and right now it is in the Maritimes. The flame will travel westward through central Canada to Saskatchewan. Then the Torch will be flown to the Northwest Territories and the Yukon, then flown to British Columbia where the torch will continue by foot through to Alberta. The final stop is Calgary on February 13.

In all, the Olympic flame will travel 18,000 kilometers in Canada. Of that 18,000 km, 7,056 will be travelled by ship or aircraft. The flame will be run 2,163 km by professional athletes and designated runners. 6,025 km will be run by members of the general public selected by a lottery process. The remaining 2,756 km will be travelled by members of the public on snowmobile. Petro-Canada is the official sponsor of the Torch Relay. A large group of volunteers and Petro-Canada employees are required to ensure the orderly progression of the flame, including security, crowd control, and traffic control. A caravan of support vehicles will accompany the flame. Motorola is the official supplier of radio equipment for the games, but I do not know what radio equipment they are using. The Torch Relay security staff are responsible for ensuring that the flame does not go out. They are under strict standing orders: if by some catastrophe all 3 lanterns become extinguished, they are to immediately travel back to Greece and light more fire.

I do have some more updates to the Olympic radio information I printed last month. I was fortunate enough to have attended a pair of Alberta Government Telephones (AGT) microwave radio training courses in Calgary for SaskTel. Harry (CANA-074) also made a few trips to Calgary on business, and we both have some information to pass on.

Unfortunately I did not have much time for monitoring, but I did take my PRO-30 along. Both Harry and I did hear some of the new Alberta RCMP PACS frequencies being tested and used by the RCMP and Motorola radio technicians, and by some of the patrol cars. The following frequencies were heard in the Calgary region:

ALBERTA RCMP PACS RADIO SYSTEM

Calgary repeater (?)	155.430 / 154.770in
Calgary repeater (?)	155.460 / 154.800in
Plateau repeater (Cochrane detachment)	155.550 / 155.100in
Calgary repeater (?)(Airdrie Freeway Patrol)	155.790 / 154.950in
Crossfield repeater (?)	155.805 / 154.965in
Aldersyde repeater	155.820 / 154.980in

(Please note that a more complete list of Alberta RCMP PACS frequencies was printed in my January 88 column.)

Harry also heard activity on some of the new Olympic Organizing Committee (OCO) frequencies. By this time, all of the mobile radio equipment should be in service:

OLYMPIC ORGANIZING COMMITTEE (OCO)

424.0125 / 429.0125in	
424.1125 / 429.1125in	
424.2375 / 429.2375in	ZD
424.3125 / 429.3125in	ZA ?
424.4125 / 429.4125in	

424.6625 / 429.6625in
424.7375 / 429.7375in
424.9375 / 429.9375in ZH CTV
424.9875 / 429.9875in

More information on the OCO radio networks is in the January 88 column. As I printed last month, all 9 of the above channels will be used in Calgary, while 7 of the above channels will be used in Canmore and Nakiska. One channel will be for General Operations, two channels for CTV engineering and operations, two channels for Transportation, and one spare channel. In Calgary, two additional channels will be used for Transportation. Harry also notes that automatic Morse code identifiers have been heard on 424.9875, so it can be assumed that the other channels also feature the identifiers.

For venue operations, UHF portables in UHF TV channel 19 (500 - 506 MHz) will be used. As I stressed in my feature article in the December 87 RCMA, this is not a standard radio frequency assignment for Canada. The DOC has given special permission to use this band for this occasion only. In Canada, mobile operations are only allowed in the 406 - 430 and 450 - 470 MHz bands. Harry has heard voice activity on 501.7625.

Calgary Transit have recently opened the Northwest LRT C-Train line, adding to the existing South and Northeast lines. The new Northwest line carries people to the University of Calgary, site of the Olympic Speedskating Oval, and where the athletes will be housed. In the January 88 column I printed a list of UHF frequencies for Calgary Transit. The only addition is the fact that with the new Northwest line, radio traffic has greatly increased. Both channels 7 (460.625 / 465.6375in) and 8 (460.675 / 465.6875in) are heavily used. Switching the trains at the interlocks on 7th Avenue has become rather complicated, but it is all automatic.

For the Olympics, AGT is heavily relying on fibre optics to carry message traffic (telephone circuits) and broadcast video from the venues. I know that fibre optics are a little out of RCMA's jurisdiction (because of course no radio transmission is involved), but I think I should discuss this because it provides a more complete overall picture of the telecommunications facilities to be used for the Olympics.

There is a correction to the information I gave on the AGT facilities in the December 87 RCMA. AGT has installed Northern Telecom FD-135 fibre optic equipment from AGT's Len Werry building in downtown Calgary to the Canmore Nordic Centre. I previously reported that AGT was installing 565 Megabit/second fibre optics between these locations. I have since been told that the 565 was only an experiment, and that the lower capacity 135 Megabit/second system was actually installed. It seems AGT simply does not need that much capacity on that route. The FD-135 is carrying message traffic (telephone circuits) from the Canmore Nordic Centre and Nakiska to the AGT main exchange in the Len Werry building.

FD-135 equipment also carries message traffic from the International Broadcast Centre (IBC) to the Len Werry building. AGT is using 45 Mbit/sec fibre optic equipment to carry message traffic from Canada Olympic Park. In addition, message traffic to the University of Calgary is carried by 45 Mbit/sec fibre optics.

Fibre optics will also be used to carry a large amount of broadcast video. Analog fibre optic equipment is being used, as opposed to the digital fibre optic equipment mentioned above, because of the cost of converting the broadcast quality video signal into a digital signal, and then converting back to a high quality video signal. There are 2 video feeds from Canada Olympic Park, as well as 2 video signals from the University of Calgary, to the Len Werry building. Between the Len Werry building and the IBC, AGT has installed 26 one-way fibre optic video links.

Video feeds from the Canmore Nordic Centre and Nakiska to the IBC are carried by satellite, probably Anik D. Satellite links will also be used for international broadcast of the games. The large 14.2 metre earth station has been installed adjacent to the IBC on the Stampede grounds. Nearby are two smaller earth stations to be used by TeleSat Canada. So far no other satellite dishes are at the IBC, but more are expected.

That's all the Olympic information I have for now. Hopefully Harry and/or myself will make it to Calgary to provide more details. Right now I'd like to continue with more information from Harry. On July 31, 1987, a tornado struck Edmonton, killing 27 people and injuring another 300. It was the worst weather disaster in Alberta history, causing $300 million in property damage. Tornadoes are extremely rare for Alberta, at least tornadoes of that magnitude. Alberta gets severe thunderstorms, but it usually isn't humid enough for tornadoes.

The tornadoes struck the east side of Edmonton, slicing a path of destruction through a residential area, an industrial park, and a trailer park. A large number of the trailers in the park were literally destroyed, and this is where most of the fatalities occured. Harry was fortunate enough to live on the west side of Edmonton. His area only experienced a little wind. Not even his roof antenna was affected. The storm however created chaos in other parts of the city. In many cases (especially in the Evergreen trailer park) people were trapped under the debris of buildings. Edmonton Police, Fire, Ambulance, Public Works, and Power were all extremely busy.

The Edmonton Police Dept lost channel 1, so regular dispatch was moved to channels 3 and 5 (channel 5 is normally used for CPIC/NCIC inquiries). Channel 2 was reserved for rescue and salvage operations in the Millwoods industrial area which was devastated. Channel 4 was used for rescue and salvage in the Evergreen trailer park.

EDMONTON POLICE DEPT

		Normal use	After storm
Ch 1	462.000 / 467.0125in	Dispatch A (West)	(Out of service)
2	462.275 / 467.2875in	Dispatch C (South)	Millwoods Industrial
3	462.575 / 467.5875in	Dispatch D (Central)	Dispatch
4	462.975 / 467.9875in	Dispatch B (North)	Evergreen Trailer Pk
5	462.100 / 467.1125in	CPIC/NCIC	Dispatch

As well, the Edmonton Fire Dept was using 2 of their 4 Tactical or Fireground radio channels for rescue operations. The Edmonton Ambulance Authority dedicated 2 of their 4 radio channels for the incident. The Sherwood Park RCMP were also involved because some of the industrial area damaged is outside of the city limits and within their jurisdiction. They were using Ch 4 155.310 / 155.310.

The City of Edmonton Engineering were very busy after the storm. They were using their new 800 MHz radio system. At that time, they were not using any trunking:

Edmonton City Engineering	858.0625 / 813.0625in
	859.0625 / 814.0625in

Harry noted that there was very heavy usage of the cellular telephone networks by the Edmonton City Police, RCMP, and the Medical Examiner. Most of the telephone network survived the storm intact, but the system was badly overloaded by everyone attempting to contact the various emergency services by calling 911. As well, a large number of long distance calls were placed to Edmonton from other parts of the country by relatives trying to find out the condition of family members. The telephone companies eventually had to restrict the number of incoming calls to Edmonton in order to allow residents to call out.

Power was off in several areas of the city. Just outside of the Edmonton Journal building a transformer was knocked out, leaving the newspaper without power to run their presses. The Journal arranged to use the Calgary Herald presses to print an emergency edition, flying the papers to Edmonton. This edition of the paper was only distributed in the city.

Television news crews from all over Canada and the United States were in Edmonton covering the story.

Immediately after the tornado, criticism was aimed at the Environment Canada weather office in Edmonton for not predicting the storm and issuing a warning early enough. An inquiry was held after the storm into the existing meteorological equipment, and the system for alerting the public of severe weather. According to an article that appeared in the Regina Leader Post on November 27, 1987, a report prepared by meteorology expert Keith Hage was recently released.

The report says that technical problems and a lack of direct links to broadcasters hampered efforts to warn the public. The notification system was slow. Although severe weather warnings had been issued throughout the day, the system could not react fast enough to send the actual tornado warning after the funnel cloud was spotted. Only 2 radio stations received the first tornado warning on a direct radio link (Weatheradio Canada on 162.400). It took up to 40 minutes for the other 16 radio stations to alert listeners. Only 1 of the 4 TV stations interrupted programming to warn of the tornado. One station never did issue a warning.

One of the reports 18 recommendations was to improve the computer and radar equipment in the Edmonton weather office. The government will spend $14 million over the next 4 years to do that, upgrading the computer and installing a new radar. Another result of the review is a campaign to educate the public in how to protect themselves during a severe storm.

Harry also sent along some other information in his letters. He reports that 461.875 is the Imperial Oil Refinery Fire Department, on Refinery Row east of Edmonton. The Capri Hotel in Red Deer has been heard on 151.055, using the callsign CYT 257.

By using his handheld frequency counter, Harry has checked the frequencies programmed into the new Edmonton Police Dept radios. He found that channels 1 to 14 were programmed as previously reported in this column. Channels 15, 16 and 17 were all programmed to use the repeater on 461.925 / 466.9375in. Harry assumes that as the radio system is expanded in the future, channels 16 and 17 will be reprogrammed.

CFRN TV news photographers are now using the Motorola Privacy Plus system, which is an 800 MHz trunked system. They were formerly on 464.500. Another company switching radio frequencies is Sears Canada Inc. Sears department store security is now on 458.3125 (S). They used to be on 462.500 (S). Pyrotronics Fire Protection is also on 458.3125, and Harry has heard an unidentified hotel on the channel.

The owners of the famous West Edmonton Mall, Triple Five Corporation, also own a lot of other real estate and land in Edmonton. As you may recall, the West Edmonton Mall is a huge shopping complex, with a large water park, submarines, a Fantasyland amusement park, and over 800 stores. It seems that security for all of the Triple Five holdings operate on the one frequency of 463.5875.

Triple Five Corporation - Edmonton	463.5875 / 468.5875in
200 units	- Fantasyland Maintenance
300 "	- Westmount Shopper's Park Security
400 "	- West Edmonton Village Security
500 "	- West Edmonton Mall Security
600 "	- Eaton's Centre Security
700 "	- Fantasyland Hotel
800 "	- (unidentified housing complex)

The ten codes used are identical to the Edmonton Police ten codes (a list appears in the Nov 85 Canada column) with the following additions:

10-17	Noise complaint	10-32	Intrusion alarm
10-24	Edmonton City Police	10-49	Escort to vehicle
10-25	Missing child	10-50	Fire
10-26	Suspicious person(s)		
Code 1	At your convenience	R.T.O.	Return to Office
Code 2	As soon as possible	F.I.R.	Field Invest. Report

Harry also passed along an article that appeared in the Radio Communications Report. Coded Communications Corp. of San Marcos, CA, has a contract to provide the RCMP in B.C. with a mobile digital status/message reporting system that will function with a computer aided dispatch system that currently serves five municipalities in B.C. The article doesn't specify the municipalities involved, but I assume that they are referring to what is known as "the Big Five," namely Surrey, Burnaby, Richmond, Coquitlam, and North Vancouver. The contract is to provide the Reporter IV mobile digital status and message reporting terminals (mobile data terminals, or MDTs?) for 260 police cars. The system will also provide communication controllers to

interface to the host computer. The article does not mention a scheduled installation date.

Thanks very much Harry for all of the information you've sent in. That's all the material I have room for this month. See you all next month, and best wishes until then.

contact info wanted

This column has two purposes: to help members contact each other, and to help member obtain directly from one another information on various subjects related to 2-way communications monitoring. If you would like to meet, converse or correspond with, other members by telephone, letter, or cassette, this column is the place to state your interest. Remember—those who respond will do so directly, so be sure to provide your phone number, the best time to be called, and/or your address. Write to:

Scott Mattson, 2820 Bridge Ave, Point Pleasant, NJ 08742

Requests for copyrighted material or information considered 'sensitive' by RCMA will not be printed in this column.

WANTED: Frequencies for Prostaf Security Agency (A.A. Enterprises) which provides security for housing projects in Oakland and Cleveland Wrecking Company (S.F.). If anyone knows where I can buy a computer printout of business frequencies, please let me know.
DENNIS BAUMGARDNER (CA/AL-021) P.O. Box 12031, Oakland, CA 94604

INFO WANTED: I would like to know what equipment and methods are required to decode scrambled walkie-talkie communications on my handheld scanner. Thank you.
DAVE ANDERSON (CA/OR-122) 5 Hummingbird, Irvine, CA 92714 (714) 720-6144 8AM-5PM Monday thru Friday (714) 552-5007 7PM-9PM Monday thru Friday and weekends

CONTACT WANTED: I want to have contact with any members in the states of NY, NJ, CT, & PA who are interested in joining my all NY, NJ, CT, & PA scanner club. Contact:
KEVIN BATHRICK (NY-314) P.O. Box 103, Amenia, NY 12501 (914) 373-8683 after 7PM

CONTACT WANTED: Collecting patches, badges, uniform pins and COMMUNICATIONS TAPES and just plain corresponding.
MIKE STARR (MI-152) Box 203, Hadley, MI 48440

Welcome to this months column. Nothing much new to report on this end as user input consisted of nothing more than some requests for the frequency management database. How about some of you people that requested it let me know what you think of it? Even better, how about someone suggest something better or some features that they would like to see in a frequency database program.
On the home front here, I just finished building my new computer/radio room. After so many years of living in an apartment I can now finally design a room that I want instead of having to just put some furniture in a room. It's heaven with all the desk space and everything just where it should be and all laid out for ease of use. I also finally got a decent receiver. I opted not to go with the ICOM 7000, and instead went with the ICOM R71A. Just not enough happening with the bands of the 7000 that

would warrant me having it. I thought there would be a little more traffic on the bands but that is not the case. The 71A as some of you know gives me a few more options. I am really interested in getting it hooked up to the PC for CW and RTTY monitoring, not to mention the great listening. I ordered it with the computer interface and will play around with it and see what we can come up with for those of you out there with PC's and ICOMs. If any of you have any info on the 71A and doing RTTY, let me know, as I would be most interested. Have you built an interface of your own? How about sharing it with the members, as I am sure there are a few of us that aren't that technical. To put it mildly, I am a living terror with a soldering iron. Now on to this months topic.....

INSTALLING A HARD DRIVE IN YOUR PC

Some people start out with their first computer using dual floppy drives. This is fine for a while, because you really don't realize the potential and benefits of a hard disk and also that hard disks don't come cheap. After a while of swapping disks and having enough floppies around to start a supply house, you begin to wonder if there is a better way. Wouldn't it be nice to just turn on the PC and not have to look around for the boot disk that little Jimmy decided would make a nice coloring book? Instead of being limited to about 200 records in your database before running out of disk space, to be able to have almost unlimited records? A hard disk is in order.

Hard disks come in a variety of sizes, from 5 meg all the way up to about 300 meg (megabytes or millions of bytes). The smaller (5-10 meg) are a little antique and aren't really supported by todays hardware. The standard today is the 20 megabyte disk. Plan on spending about $325 or so for the disk and the controller card. Shop around with various places on prices, as they vary a great deal from retailer to retailer.

HARD DISK BASICS:

A hard disk installation for a PC requires both the disk itself (or disks) and a hard-disk controller card, which plugs into a slot in the PC main board and connects by two ribbon cables to the hard disk. One controller card can control either one or two hard drives. Each drive has some means (usually a set of jumper terminals) to tell the controller which drive (C or D) it is.

The first step is to disconnect all power and cables from the back of your PC. After this is done, you will notice about 4-6 screws around the outside of the case (the ones towards the center hold the power supply and other things to the inside of the case). Remove the screws and slide the case off of the chassis. Usually if you are running a dual floppy machine, the floppies will be stacked one on top of the other. If this is not the case, you will have to move the one floppy in order to install the hard disk. Locate the first open slot on the PC and remove the cover to the slot. Before you install the controller card, attach the ribbon cables. Refer to the instructions that came with the hard disk controller for proper placement. Remove one of the half height face places that cover one of the drive slots and slide the disk into it. Connect the drive cables to the drive and then hook up the power cable to the drive.

Before it can be used, a new hard disk must be formatted by the low-level format procedure contained in a ROM on the hard disk controller card. (It must also be partitioned and formatted by DOS, but the low-level format comes first.) Generally, the format routine provided by one manufacturer is not compatible with those of others; a hard disk formatted on an OMTI controller will not work with a Western Digital controller unless you start from scratch and re-format with the WD controller. (Of course, you lose all the data on the disk when it is re-formatted.) Worse yet, a hard disk formatted on an early model of controller will probably not work with later models from the same manufacturer unless it is re-formatted. It is good to know this up front, especially if you want to add a second disk drive to an existing installation. Disk capacity depends on both the disk hardware and the controller. The "standard" XT-type drive is a 20-megabyte (like the Seagate ST225) used with a MFM (modified FM) controller. However, some newer disk drives (for example, the Seagate ST238, which looks just like the ST225 on the outside) can be formatted for 30 megabytes by using a recording technique called RLL (run length limited) encoding instead of the older MFM.

ACCESSING THE FORMAT ROUTINE:

The starting address of the ROM memory on the controller card is usually at hex C800. (Less commonly, a starting address of hex CA00 may be used.) The low-level format routine can be accessed and invoked from DEBUG, a utility provided with DOS. Start DEBUG and at the prompt, type G=C800:xxx and hit return (xxx is a hex number peculiar to your controller card; more info follows in the section on addresses.) This command should get you into the low-level format routine. Follow the menus which appear on the screen. Hopefully, some of the menu information you will need is given below.

ADDRESSES:

The specific starting address of the format routine within the controller ROM varies

with manufacturer. For all the OMTI and Western Digital controllers I have run into so far, an address of hex C800:005 will work. (The precise starting point may be C800:006 or C800:008.) The Adaptec RLL controller furnished with some 30 meg drives has a format starting address of C800:CCC. You should receive documentation with your disk package which tells you these addresses, but sometimes you don't...

THE MENU:

Once you are in the format routine, you will have to answer several questions before the format begins. Normally, a single hard drive is labelled Drive C, and a second hard drive is Drive D. The format routine will probably ask you which drive to format. Drive C is 0 and Drive D is 1. Next, you need to know about interleave. The recording heads in a hard drive step radially from the outside edge of the disk to the inside in a series of bands or "cylinders." (Yes, you will need to know how many cylinders your drive has.) However, most drives do not contain head positioning mechanisms precise enough to step from a given cylinder to the one right next to it; the head must skip two or three or more cylinders each time it steps. The number of cylinders in a step is called the "interleave." Too small an interleave will cause the drive to make mistakes, since the head will overshoot the target cylinder when it steps. On the other hand, you want the smallest possible interleave your drive can reliably handle, since skipping cylinders takes time. The bigger the interleave number, the longer the access time. You must compromise. If you have no data for your drive, try an interleave number of 3. You may also need to know drive step rate (ccb option); values for some common drive brands are given in the table. Other information you may be asked to provide includes the number of heads in your drive, the cylinder to begin write compensation (if any) and the number of times the drive should try to read information before giving up and reporting an error. Refer to the table.

THE TABLE:

Here is a summary of data needed for low-level format. Unfortunately, the table is not complete. If you can add info, please do. Table values have been gleaned from a variety of sources. Some parameters (such as write compensation) are not absolute; different sources give different values Where sources conflict, I have listed what appears to be the best value.

Model	# of Cylind	# of Heads	Cylinder # for reduced write	write comp	Error length	CCB option
Seagate						
ST 506	152	4	128	128	11	0
ST 213	612	2	612	300	11	3
ST 225	615	4	615	300	11	3
ST 238	615	4	615	300	11	3
ST 4026	615	4	615	300	11	6
ST 4038	733	5	733	300	11	3
ST 4051	977	5	977	300	11	3
Tulin						
TL 226	640	4	651	11		3
TL 240	640	6	651	651	11	3
M 5725	612	4	612	300	11	3
Toshiba						
MKM353	830	10	512	830	11	5
Miniscribe						
6032	1024	3		512		
6053	1024	5		512		
6085	1024	8		512		
Microscience						
HH725B	612	4				

What's next? Hopefully, you will be able to supply the information demanded by the format menu. When you do, a message like "FORMATTING...." will appear on the screen and stay for a few minutes (formatting time depends on lots of things, and may take up to 15 or 20 minutes.) Finally, you should see a message like "FORMAT SUCCESSFUL. RETURNING TO DOS." In some instances, the transfer back to DOS ends in the twilight zone; you may have to reboot you computer at this stage. Once the low-level format is complete, you must run the DOS utility FDISK to "partition" the disk for your operating systems (usually only one partition, for DOS.) Then you must do a DOS format with the command FORMAT C: (or FORMAT D: as the case demands). Follow the DOS directions, and don't forget to install the system files if you want to

boot from the hard drive. This high-level format depends on the version of DOS you use. DOS 2.x will format your hard disk with a sector size of 1024 bytes. DOS 3.x produces a sector size of 512 bytes. Since a file uses a minimum of one complete sector, the smaller sector size of DOS 3.x can make a big difference in the disk space occupied by your files, especially if you have lots of small files. (I had filled up a 20 MB disk formatted with DOS 2.1; when I transferred all the files from this first disk to a 20 MB disk formatted with DOS 3.2, I had over 6 MB of storage left on the second disk!) But beware! If you format a hard disk using DOS 3.2, you can't use it with DOS 2.1. The newer DOS version will read hard disks formatted with older DOS, but old DOS won't read newer formats. Your new disk just won't be there for the old DOS.

PARTING ADVICE:
Getting a hard disk installed and running can be a real pain. I remember the first one that I did. Took me a couple hours at least. After your first one, it shouldn't be that hard to help out someone who is then attempting to do theirs. The results are well worth it.

FCC TOPICS

FCC news and information of interest relating to 2-way communications. Send comments and questions to:

George DuBois, 10048 NE Campaign, Portland, OR 97220

Yes, folks, it's two-for-one month here at FCC Topics. In addition to last month's column, here, at no additional charge is this month's column. (Along with apologies from Carol Ruth for misfiling the original January column.)

JANUARY COLUMN

The FCC has denied a petition from the Association of Radio Reading Services that would have allocated a 500 kHz segment of the 220 - 225 mHz band for a Radio Reading Service, similar to the reading services for the blind provided on FM Broadcast SCA subcarriers. The ARRS maintains that relatively few SCA reading services exist, that the cost of SCA adapters or receivers is high and that the audio quality is inferior due to the narrow bandwidth. When the Commission permitted Non-Commercial FM Broadcast stations to lease excess SCA subcarriers a few years ago, broadcasters were required to ensure that reading services for the blind weren't diminished. In denying the petition, the Commission noted that in many of the cities where there is no reading service, there is at least one non-commercial FM station, indicating that the lack of service is undoubtedly for other reasons than potential availability. Plus, the fidelity of SCA subcarriers can't be all that bad, since they've been used for background music services for years. They also pointed out that receivers for 220 mHz would probably cost as much as SCA receivers. And also that the band would be better used for other services. Two mHz of this band was recently proposed for reallocation for land mobile use. (See June column.) .

The Commission has denied a petition that would have allowed Wireline carriers to provide only a "reasonable assurance" that they have adequate financial backing when applying for cellular Rural Service Areas. Non-wireline (RCC) applicants would still be required to provide a firm financial commitment, since it was implied that frivolous applications are more common for RCC allocations. The firm commitment was required of all cellular applicants below the top 90 markets, but was later relaxed so that it was only required of the tentative lottery selectee. Since this will be the case for the Rural Service Areas, the Commission sees no reason not to require a firm financial commitment from all selectees, RCC and Wireline (even

though the cost of obtaining such a commitment can be high), since the public interest is in insuring that cellular licensees are qualified to construct and maintain a cellular system.

The FCC has released a Notice of Proposed Rulemaking that would make a number of changes in the 462/467 mHz General Mobile Radio Service. Most of these changes are based on the recommendations received in response to a Notice of Inquiry a couple of years ago. Last year the Commission proposed a complete restructuring of the GMRS, reallocating the band using narrow bandwidth channels. They subsequently dropped the idea. This proceeding is a little more conservative. The first proposal would limit eligibility to individuals only. Existing business users would be grandfathered, but since alternative radio services exist, no new commercial users would be licensed. Business use by individuals would be permitted. This is an argument that has gone on for 30 years. Before 1957, Class A CB (what they used to call GMRS) was open to any entity. Since there was no Business Radio Service back then, unless they qualified in one of the other service (such as the Low Power or Industrial Radio services), their only alternative was Class A CB. Now alternatives exist and the personal users have tried for years to limit eligibility to private individuals or small businesses. About half the GMRS licensees are commercial users.

Another change would allow GMRS licensees to use any of the channels available, instead of being licensed for only one channel pair. Also, three 12.5 kHz offset channels (462.5625, 462.6125 and 462.6375) would be made available for simplex low power use. The corresponding 467 mHz frequencies (plus 467.7125, a total of four) would be allocated for one-way non-voice repeater control links, although I have no idea how much demand there is for these. In addition, low power base stations would be permitted on GMRS channels, for users requiring limited range communications, without a repeater. Power would be limited to 5 watts and antenna height to 20 feet.

Another recent proposal would modify the requirement that wireline telephone companies that provide cellular service do so through a separate subsidiary. This condition was imposed because it was beleived that the possibility was too great that telephone companies would subsidize their cellular service from telephone service revenues, plus the fact that they could inhibit competition by virtue of their access to the telephone network. The structure of the separate subsidiary had to be approved by the Commission. Later, the provision was eliminated for all wireline carriers except AT&T, because of its enormous size. (This applied to the regional Bell companies after the AT&T divestiture.) This amendment would retain the requirement for the separate subsidiary, but would eliminate the filing and updating requirements and the FCC approval, the cost of all this being significant to the telcos. The capitalization plan filing and updating requirements for customer equipment and for enhanced services have already been eliminated. Plus, in any case, the potential for abuse is small since telcos are still required to report rates of return, in which large transfers of assets could be detected, and the fact that the telephone companies are subject to the review of state regulators.

Concurently with Canada, the U.S. is proposing to make Marine Channel 13 (156.65 mHz) the bridge-to-bridge channel for use on the Great Lakes. Channel 13 is presently used universally for bridge-to-bridge communications between operators of approaching vessels. The only exception is on the Great Lakes, where a 1973 agreement designates ch. 16 for this use. Channels 11 through 14 are available for a Ship Movement Service on the Great Lakes. This amendment would designate ch. 13 for bridge-to-bridge use only, relieving congestion on ch. 16 and increasing maritime safety.

FEBRUARY COLUMN

The FCC has denied a petition by the National Association of Business and Educational Radio (NABER) regarding use of 12.5 kHz offsets in the Business Radio Service. 12.5 kHz offsets in the 450 - 470 mHz band are available on a secondary, non-interference basis, using low power (2 watts) and limited antenna height. All stations are licensed as mobiles, but may serve as base, mobile and even fixed stations. NABER, the frequency coordinator for the Business Radio Service, requested that applicants be licensed for their specific mode (base, repeater, fixed, etc.) and the location of any base stations be specified. They also asked that the power limit be raised and that horizontal polarization be required for fixed use. The Commission dismissed the petition, noting that the present method of licensing by frequency and area of operation is sufficient to identify and resolve interference problems. More importantly, this change in the licensing procedure would severely limit the flexibility enjoyed by users of these channels. Offset channel licensees can reconfigure their systems as needed. Some licensees use these channels for portable telemetry stations that are moved periodically. Temporary transmitter links may be installed as needed. And additional units may be added to low power repeaters. Even though the change would result in more efficient coordination of the use of offset channels, this benefit isn't outweighed by the loss of flexibility.

The Commission has denied a number of petitions for additional Novice class privileges in the 220 - 225 mHz band. Part 97 was amended a year ago to allow voice operation by Novices in the 222.1 through 223.91 mHz segment of this band, the segment where a vast majority of simplex operations and repeater inputs are located. The petitioners asked that they be allowed operation in other segments, or all, of the 220 - 225 mHz band. This would allow operation on the few repeaters that operate outside the normal band and would allow packet (digital) operation (usually conducted below 222.1). The Commission denied the petitions, stating that the purpose of the amendment was to create a greater desire for new entrants into Amateur radio and should satisfy a majority of users. The additional privileges and bands provide incentive for an operator to upgrade his license to a class that will allow such operation.

The FCC has issued an Order deferring any action on further sharing of UHF-TV channels with the Land Mobile services until a study of the needs of Advanced Television (ATV) systems is completed. ATV systems (such as High Definition TV, with an increased number of horizontal lines) require more bandwidth than the present 6 mHz-wide TV channels. And a couple of years ago, the Commission proposed allocating additional unused UHF TV channels for use by the Land Mobile services. Even though it's possible that many of the available channels couldn't be used for TV broadcast either (due to interference, etc.), they point out that allowing land mobile use would preclude any possible future TV broadcast use, which is of greater concern in the absence of the allocation of a band specifically for High Definition TV. So they will postpone any action allocating additional UHF TV spectrum for Land Mobile use.

The FCC has released a proposal to amend Part 15, which governs the use of unlicensed, low power radio devices. The proposal would essentially rewrite most of the present rules regarding uses, types of emissions, bandwidths and other technical parameters. Part 15 is presently a semi-coherent collection of Subparts governing the use of certain bands (with extremely limited power), the prohibition on use

of yet other bands, and a number of other Subparts dealing exclusively with certain types of devices allowed higher power (walkie-talkies, garage door openers, etc.) in yet other bands. Part 15 also governs unintentional RF emissions, such as from local oscillators in radio receivers, from computers, cable TV converters, VCRs and the like. The amendment would essentially allow intentional radiators to operate on almost any frequency with no limit on bandwidth, duty cycle or type of modulation. The power output limits would be exactly what they are now with a few exceptions. A new Subpart then would list all the bands where higher power is presently permitted and their uses (46.6 - 47.0 mHz for cordless phones, 174 - 216 mHz for biomedical telemetry, for example). Another section would list all the frequencies and bands where all operation is prohibited, the distress frequencies (121.5, 156.8, 243.0), search and rescue frequencies, radio astronomy bands, navigation frequencies and so on. Some minor changes are interesting. One would eliminate the channeling in the 49 mHz band (except for cordless phones), allowing low power use anywhere in the band from 49.82 through 49.90 mHz. A similar change to the 27 mHz band would allow walkie-talkies anywhere in the CB band again, I guess, since the emission limits would also be removed (only non-voice use is allowed now, on the R/C channels). Of concern to shortwave listeners is the increased power level allowed in the 1.7 to 30 mHz band, although a conducted emission limit (radiation from power lines) would be imposed that is stricter than the present limit in most cases. Spurious emissions from Part 15 devices would also have to be severely limited. This would add to the cost of some of the cheaply constructed devices that radiate garbage all over the spectrum, but would not be imposed on all equipment until 1997. Antennas would have to be permanently attached to low power devices, so that antennas of higher gain could not be used. But connection of external devices, such as microphones or modems, would be permitted.

Another recent proposal would allow the licensing of commercial communications providers in the Special Emergency Radio Service (SERS). The proposal is the result of a petition by such a provider, a company that supplies radios and complete systems to eligibles in the SERS. These eligibles must obtain their own licenses, even though the leasing of radio equipment is presently permissible, the sharing of radio facilities among licensees allowed and the licensing of groups or medical associations permitted. In light of these facts, the Commission sees no reason not to allow private companies to be licensed in the SERS to provide communications service for eligible users or groups of users. It is their belief that such systems will actually increase efficiency, since any hospital, doctor, ambulance company, etc., will be able to avail themselves of such services, without having to construct their own system. The Commission is not proposing to change any of the SERS user eligibility requirements, nor to alter the restrictions on the use of many of the SERS frequencies. The 462 mHz "Med" channels would still be reserved for EMS use on a primary basis. And veterinarians, for example, wouldn't be able to use a private carrier system licensed on the channels reserved for emergency medical service providers only (155.325 through 155.4).

Finally, the Commission has issued a Notice of Inquiry that would allow the introduction of advanced technologies in the Cellular Telecommunications Service. The Rules presently require cellular systems to conform to specific design standards, to ensure compatibility. A certain amount of technical freedom is allowed, but only if it doesn't impair compatibility. Digital emissions are permitted, for example, but only if they don't exceed the bandwidth

of regular voice. And the 30 kHz channel spacing limits the use of narrower (or wider) channel spacing, if desired.
This amendment will eliminate the standards pertaining to emission type, bandwidth, channel spacing and usage. This will encourage the use of digital techniques, including secure communications and high speed data transmission. Comment is sought on whether to require a certain number of channels to be set aside for conventional cellular telephone use, meeting the present standards for compatibility. The remainder could be used for alternative technologies or auxiliary services. Or the 5 mHz of additional spectrum allocated in 1986 could be made available for the advanced technologies (see Feb., 87 column). The existing 20 mHz (870 - 890 mHz would be maintained as is. Other services that might possibly be allowed include paging, limited dispatch-type communications and point-to-point fixed service.

FEDERAL GOVERNMENT and MILITARY

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:

Dennis Biagioli, 607 W. Pleasant Ave, Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine Editor.

MARK (NY-336) spends lots of time researching the federal microfiche and has listed the following Interior Department locations and frequencies.

Awanquarter Nat'l Wildlife Refuge (New Holland, NC)
34.83 KIE-614 Base/Mobiles

Blackbeard Nat'l Wildlife Refuge (blackbeard Is, GA)
34.83 KIE-601 Base/Mobile
KIE-602 Fixed base/Mobiles
KIE-658 Repeater (Eulonia site)
KG-7710 Mobiles (Glynco Naval Air Station)

Cape Romain Nat'l Wildlife Refuge
34.83 KIE-610 Base/Mobiles (Bulls Island, SC)
KIE-603 Base/Mobiles (Moores Landing, SC)

Carolina Sandhills Nat'l Wildlife Refuge (McBee, SC)
34.83 KIE-603 Base/Mobiles

Cheraw (SC) Nat'l Fish Hatchery
34.83 KIE-664 Base/Mobiles

Iroquois Nat'l Wildlife Refuge
34.83 KIE-667 Base/Mobiles (Basom, NY)
KIE-668 Base/Mobiles (Iroquois, NY)

Montezuma Nat'l Wildlife Refuge (Seneca Falls, NY)
34.83 KEC-660 Base/Mobiles

Okefenokee Nat'l Wildlife Refuge (Waycross, GA)
34.83 KIE-632 Base/Mobiles
KG-7709 Mobiles (Cherokee, NC)

Orangeburg (SC) Nat'l Fish Hatchery
34.83 KIE-603 Base/Mobiles

Pea Island Nat'l Wildlife Refuge (Pea Island, NC)
34.83 KIE-606 Base/Mobiles
KIE-616 Base/Mobiles (also KIE-660)
KIE-624 Base/Mobiles

Piedmont Nat'l Wildlife Refuge (Round Oak, GA)
34.83 KIE-621 Base/Mobiles

Santee Nat'l Wildlife Refuge (Summerton, SC)
34.83 KIE-620 Base/Mobiles

Savannah Nat'l Wildlife Refuge (Savannah, GA)
34.83 KIE-605 Base/Mobiles

Target Rock Nat'l Wildlife Refuge
34.83 KEC-661 Base/Mobiles (Huntington, NY)
167.1968 Telemetry (Lloyds Neck to Stoney Brook)

Wassaw Nat'l Wildlife Refuge (Skidaway Island, GA)
34.83 KIE-657 Base/Mobiles
KIE-656 Base/Mobiles (Stphnfsr, GA)

RUSSELL (AR-003) contributed a nice list we began last month. Here's the wind-up.

MILITARY AIR, CENTRAL ARKANSAS

41.50 Camp robinson, Army National Guard (FM)
139.200 ditto
241.0 ditto
242.4 ditto (air-to-air)
126.200 Little Rock Air Force Base (tower)
134.100 Little Rock Air Force Base (Approach/Departure)
139.600 Little Rock Air Force Base ("All American", "Jodie")
139.700 Little Rock Air Force Base ("All American", Jodie")
141.800 Little Rock Air Force Base ("All American", Jodie")
142.000 Little Rock Air Force Base ("All American", Jodie")
142.250 Little Rock Air Force Base (air-to-air)
143.800 Little Rock Air Force Base ("All American", Jodie")
239.05 Adams Field, Little Rock, (Approach - 118.100)
239.80 Little Rock Air Force Base (Metro)
243.00 Little Rock Air Force Base & Adams Field (Nationwide Emergency)
255,40 Adams Field (Flite Service Station)
257.60 Memphis ARTCC, (Corning, Ar) high altitude freq. (133.000)
257.80 Adams Field (Tower - 118.700)
266.20 Little Rock Air Force Base (no confirmed activity)
269.00 Memphis ARTCC (Russellville, AR) low altitude freq. (126.100)
269.30 Memphis ARTCC (Little Rock, AR) low altitude freq. (135.800)
269.40 Kansas City ARTCC (Springfield, MO) low altitude freq. (VHF unknown)
271.30 Little Rock Air Force Base
(ATIS)
271.90 Little Rock Air Force Base ("Beaver Dam")
274.50 Memphis (TN) Naval Air Station ("Navy Memphis")
275.80 Little Rock Air Force Base (ground control)
277.40 Kansas City ARTCC (Springfield, MO) high altitude freq. (135.175)
281.40 Memphis ARTCC (Little Rock, AR) high altitude freq. (133.550)
282.20 Memphis ARTCC (Greenville, MS) high altitude freq. (123.750)
282.80 Little Rock Air Force Base (Falcon Jet Mfg. tests)
284.00 Little Rock Air Force Base (Approach/Departure)
284.60 Ft. Worth ARTCC (Texarkana, AR)
286.60 Memphis ARTCC (Brinkley, AR) low altitude freq. (126.850)
303.00 Little Rock Air Force Base (possibly refueling?)
306.20 Adams Field (West Approach/Departure - 119.500)
307.10 Memphis ARTCC (Little Rock, AR) ultra-high altitude freq. (135.625)
307.90 Ft. Worth ARTCC (Shreveport, LA) high altitude freq. (132.275)
308.80 Little Rock Air Force Base (no current activity)
311.00 Little Rock Air Force Base (Strategic Air Command (SAC), primary)
314.20 Little Rock Air Force Base (refueling -- no current activity)
314.30 Little Rock Air Force Base (no current activity)

319.30 Memphis ARTCC (Walnut Ridge, AR) low altitude freq. (127.400)
321.00 Little Rock Air Force Base (Strategic Air Command (SAC) secondary)
322.30 Memphis ARTCC (location unknown) ultra-high altitude freq. (135.225)
335.50 Memphis ARTCC (Greenville, MS) high altitude freq. (135.700)
339.80 Adams Field (ground control - 121.900)
340.60 Little Rock Air Force Base (no current activity)
340.80 Little Rock Air Force Base (air guard, refueling?)
340.90 Little Rock Air Force Base (Approach/Departure)
341.50 Little Rock Air Force Base (no current activity)
341.65 Little Rock Air Force Base (no current activity)
342.30 Little Rock Air Force Base (no current activity)
342.40 Little Rock Air Force Base (air guard, refueling?)
342.50 Blytheville (AR) Air Force Base (Metro)
343.80 Memphis ARTCC (Russellville, AR) low altitude freq. (119.300)
344.60 unknown location (Flite Service Station)
348.40 Little Rock Air Force Base (tower - 126.200)
348.70 Memphis ARTCC (Russellville, AR) low altitude freq. (132.300)
349.40 Little Rock Air Force Base (Military Airlift Command - Command Post)
353.60 Adams Field (East approach/departure freq. - 124.200)
353.80 Memphis ARTCC (location unknown) low altitude freq. (133.550)
360.80 Memphis ARTCC (Brinkley, AR) high altitude freq. (VHF unknown)
369.20 Little Rock Air Force Base (refueling)
372.20 Little Rock Air Force Base (dispatchers - "MAC")
372.80 Little Rock Air Force Base (Ground Controlled Approach)
373.10 Barksdale Air Force Base (Metro)
376.00 Blytheville (AR) Air Force Base (pilot-to-dispatcher)
378.80 Little Rock Air Force Base (Ground Controlled Approach)
385.60 Adams Field (Approach/Departure North of Little Rock Air Force Base - 123.050)

A note of two items: (1) Adams Field is located in Little Rock, AR; and (2) ARTCC is Air Route Traffic Control Center, the so-called "centers".

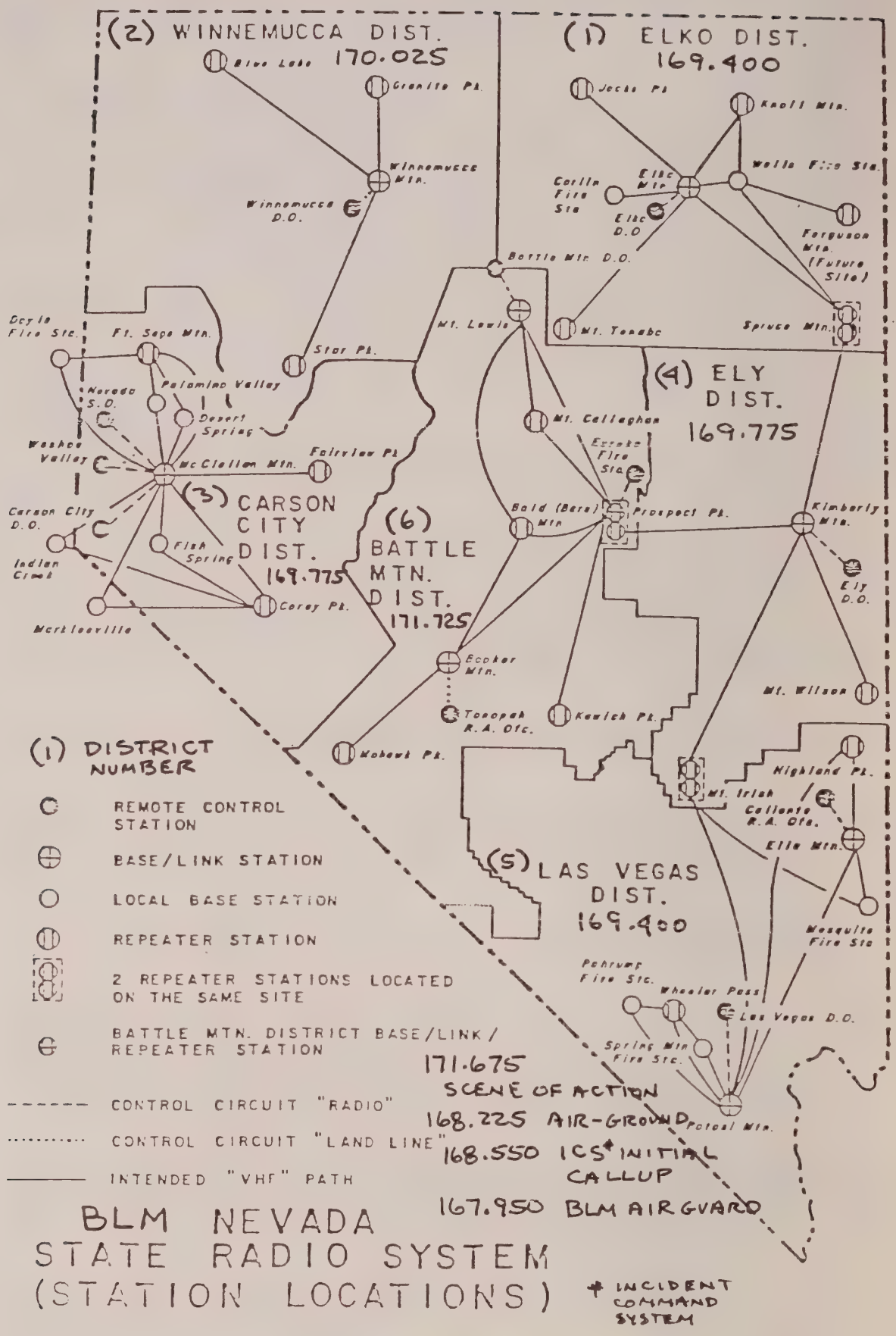
FRED (NM 005) sends a frequency update for Bureau of Land Management (B.L.M.) in Idaho. The Coeur D'Alene frequency is 164.5250. He also most generously provides a B.L.M. map of the Nevada state radio system. New frequencies noted on the map are:

167.9500 B.L.M. air guard channel
168.2250 air-to-ground
168.5500 Incident Command System (ICS) initial callup
171.6750 scene of action

MARK (NY-336) asks for some information regarding two stations that are both undergoing some major changes, probably including some radio communications wise, too. They are: Ft. Drum (Watertown), New York, and Sunny Point Military Ocean Terminal (Southport), South Carolina. If anyone can help Mark, just send it to me and I will forward it to him.

Our thanks to the generous sharing of the above members. Why not share some information with your fellow members. These folks who so gladly fill your "NEWSLETTER" who love to hear about items in your area. Come on, send something in! Until next time...

73-
Kenny


(2) WINNEMUCCA DIST.
170.025
Bare Lake
Granite Pk.
Winnemucca Mtn.
Winnemucca D.O.
Doyle Fire Sta.
Ft. Sage Mtn.
Star Pk.
Nevada S.D.
Paiomino Valley
Desert Spring
Washoe Valley
McClellan Mtn.
Fairview Pk.
Carson City D.O.
Indian Creek
Fish Spring
Corey Pk.
Markleeville
(3) CARSON CITY DIST.
169.775
(6) BATTLE MTN. DIST.
171.725
(1) ELKO DIST.
169.400
Jacks Pk
Knoll Mtn.
Wells Fire Sta.
Carlin Fire Sta
Elko Mtn
Elko D.O
Ferguson Mtn. (Future Site)
Battle Mtn D.O.
Mt. Lewis
Mt. Tenabo
Spruce Mtn.
(4) ELY DIST.
169.775
Mt. Callaghan
Eureka Fire Sta.
Bald (Bare) Mtn
Prospect Pk.
Kimberly Mtn.
Ely D.O.
Ecoker Mtn.
Tonopah R.A. Ofc.
Kawich Pk.
Mt. Wilson
Mobark Pk.
Highland Pk.
Mt. Irish
Callente R.A. Ofc.
Elko Mtn.
(5) LAS VEGAS DIST.
169.400
Mesquite Fire Sta
Pahrump Fire Sta.
Wheeler Pass
Las Vegas D.O.
Spring Mtn Fire Sta.
Potosi Mtn.
(1) DISTRICT NUMBER
C REMOTE CONTROL STATION
BASE/LINK STATION
LOCAL BASE STATION
REPEATER STATION
2 REPEATER STATIONS LOCATED ON THE SAME SITE
BATTLE MTN. DISTRICT BASE/LINK / REPEATER STATION
CONTROL CIRCUIT "RADIO"
CONTROL CIRCUIT "LAND LINE"
INTENDED "VHF" PATH
171.675 SCENE OF ACTION
168.225 AIR-GROUND
168.550 ICS* INITIAL CALLUP
167.950 BLM AIR GUARD
BLM NEVADA STATE RADIO SYSTEM (STATION LOCATIONS)
* INCIDENT COMMAND SYSTEM

INTERNATIONAL

This column is for reporting 2-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to:

Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902

I have received some very interesting mail this past month. Let me share some of it with you. The first letter was received from an annonymous reader who reports the following:

" I am writing to tell you about a couple of photographs of radios I have seen recently in news magazines.

In the June 1, 1987 issue of Newsweek, page 32 shows a photo of Nicaraguan rebels, one of whom has a VHF high band radio held in his rifle sling. It looks like an Icom hand held on 150 MHz.

In the November 1987 issue of China Reconstructs: North American Edition, the press in the 'Peoples Republic' shows us some two way radios purported to be in every day use. On the front cover, a Chinese construction worker looks skyward while bantering into what looks like a Comtronix Corp. synthesized high band hand held. A crew sitting around a table portrayed on page 12 sports what looks to me like a Fujistu UHF hand held."

****

In response to an article in the November 1987 issue of Monitoring Times, I wrote to two Australian concerns about a new monitoring magazine published in Australia and new frequency registers for that country. Here are the replies which were recently received from each.

Two-Way is the monitoring magazine which started this past July and is published every two months. It deals largely with how individual groups
and organizations use their communication networks. They claim to have a leaning towards UHF/VHF monitoring. There is some limited reporting of HF. Annual rate for the US by surface mail is $28.00. Air Mail rate is $40.00.

Seems that there are a number of frequency registers covering HF for all of Australia, a register by state for frequencies from 30.0 to 520 MHz and a master register. This is a complete VHF/UHF listing covering all of the Australian states and territories. These compreshensive registers have listing covering transmit and receive frequencies, call signs, user and transmit location. I have a sample sheet from this register and it does include all of these. Price is $100 plus postage for the master register.

****

The following Dutch information comes via the UK. More is promised from the unnamed monitor in the Netherlands:

DORDRECHT

150.2375	Taxis 'Bronk'
151.8625	Taxis 'Lotax'
152.0625	Shopping Center 'Sterrenburg'
158.5300	Taxis 'Taxicentrale'
158.7700	Taxis 'Merwetax'
168.4900	Public Transportation-Buses
168.5300	Public Works

Base	Mobile	
154.9125	150.3125	Electricity, Water, Gas and Cable TV

Emergency Services

Municipal Police of Dordrecht

Channel	Base	Mobile	
839	86.5125	78.1125	Nationwide Municipal Police Channel
845	86.5875	78.1875	
5	167.6100	167.1000	Ambulance
10	167.8500	167.8500	Disaster Channel:Ambulance & Fire Brigade Nationwide
4	167.9500	167.9500	Fire Brigade
100	171.7100	171.7000	Nationwide Police Channel Used for speed control in Dordrecht
104	172.3900	172.3900	C.I.D. [handheld] and Riot Police use
431	467.0900	457.0900	Handheld Use

Police channels run from CH 820 86.1500 B : 77.7500 M
to CH 886 87.1000 B : 78.7000 M
in 12.5 kHz spacing

UHF Police channels from CH 410 466.49000 B: 456.49000 M
to CH 436 467.21000 B: 457.21000 M
and CH 461 468.71000 B: 458.71000 M
to CH 478 469.05000 B: 459.05000 M
in 20 kHz spacing

Firebrigade channels

CH	1=	167.9700	CH	2=	168.0700	CH	3=	167.9300
	4=	167.9500		5=	168.0300		6=	168.0500
	7=	167.9900		8=	168.0900		9=	168.0100
	10=	167.8500		11=	167.7500		12=	167.7900
	13=	167.7700		14=	167.8100		15=	167.8700
				16=	167.8300			

Ambulance channels

CH	1=	167.5500		2=	167.6300		3=	167.6900
	4=	167.7100		5=	167.6100		6=	167.5500
	7=	167.6700		8=	167.5900		9=	167.5700
	10=	167.8500		11=	167.9100		12=	167.7300
	13=	167.8900		14=	167.8100			

All transmissions in Holland are FM between: 68- 88 MHz
146-174 MHz
440-470 MHz

****

I finished the column and was preparing to mail it off to California this morning. In today's mail was a letter from David [AUST-001] with some interesting comments about monitoring in Australia and the items mentioned above. I thought that you might find these of interest. David writes:

I have to confess that I have tried to make contact with others with like interests [monitoring and railroading] in Australia, but the silence has been absolutely deafening. I have been fortunate enough to come across a couple of people who are interested in the railway angle, and we have been feeding each other information. From a general scanning situations there's been a total lack of success, even where the various CB and radio clubs were concerned. I have to say that RCMA was a real bonus in that regard, even if based in the U.S, and essentially for U.S. members.

With regard to frequencies and the like, here is a very wide perspective of the situation here in Australia. The Department of Communications [DOC- I think they are now know as the Department of Communications and Transport, following some alterations to the government structure] is the federal body responsible for all communications, irrespective of their type, within Australia; I assume they are similar to your FCC. The DOC is responsible for allocating frequencies, licensing amateurs, etc., monitoring all aspects of radio and other communications. There was a document

called AMFAR [Australian Master Frequency Allocation Register], which I believe was, until a few years ago, a largely secret document. It was the official list, register if you like, of all frequencies allocated by DOC to all registered and licensed users in Australia, and it gave the frequency [ireespective of the bnad involved], the user, the callsigns where applicable, transmitter sites, and other information of value. Eventually this document was made availabele, through offices of the DOC, to the general public in microfiche form, although I am not certain how it was presented, i.e. state by state, or jumbled up. I was quite a sizeable document, and being on microfiche, it was difficult for many people to gain access and use the information contained therein.

About twelve to eighteen months ago, an organization in South Australia began publishing this information, on a state by state basis, in normal printed form. Initially they did the VHF and UHF portions, and there have been subsequent HF versions, and even one just for air. There are presently eight of these registers [there are six states and two territories in Australia] for the VHF/UHF frequencies. AMFAR technically no longer exists, with the present govenment body in the throes of setting up another system, but I gather it is running into any number of problems technically. There are strong suggestionns that these documents may become illegal and thus withdrawn from sale. There are differing opinions here in Australia, as everywhere else, as to the use of scanners and the sensitive nature of some of the material presented in these registers. However, the more sensitive seems to be well and truly hidden or disguised and updated versions of the original registers are just now being offered for sale. I might add that their accuracy is open to some question eventhough they are supposedly quasi-official documents. They do contain frequencies which are no longer in use, plus frequencies that are allocated but not in use, and others which I know of which are not listed [perhaps because they are only used in portable situations-no base sets or transmitters]. Also, it can be very difficult at times to determine the exact purpose or use of a frequency due to the manner in which it is presented. Nevertheless, I have found the registers extremely valuable.

Two-Way is only a recent addition to the ranks of the magazine fraternity, and I would suggest that it is little more than to provide an alternative type of communications magazine to those already available. While it is an interesting magazine, I probably won't renew the subscription. I can't say that there is really enough of the sorts of things that would interest me to want to continue.

Thank you David for a very interesting overview of monitoring in Australia and the present state of frequency information. David is an active monitor and will be a valuable contributor to a number of columns in the Newsletter.

Until next month, then.... שלום - כ'כ'

LISTENERS' PROFILE

Joe M. Lewis, 750 Scotland St., Dunedin, FL 34698

This column is for special projects that explain various systems in detail. Frequencies and radio codes of municipal agencies and certain federal government agencies may be listed, as well as those of large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you would like to submit such a report, please follow No. 8 on the inside front cover of the Newsletter.

WELCOME TO THE FEBRUARY COLUMN. I AM WRITING THIS, THE WEEK BEFORE THANKSGIVING, SO I HOPE EVERYBODY ENJOYED THE HOLIDAYS.....

TAMPA BAY, BY GREG

155.01 CH.6 HILLSBOROUGH COUNTY SHERIFF EAST DISPATCH
(ED. THIS USE TO BE DETECTIVE CH.)

155.13 CH.2 HILLSBOROUGH COUNTY SHERIFF WEST DISPATCH
EAST,IS EAST OF THE CITY, WEST IS WEST OF THE CITY

154.95	CAR TO CAR ALL DEPTS.	155.370	INTERSYSTEM
460.350	TACT. SPECIAL ASSIGNMENTS (ED. THIS IS ALSO FDLE)		
154.65	MOBILE COMPUTER BASE	154.785	MOBILE COMPUTER BASE
155.19	MOBILE COMPUTER,MOBILE	155.52	MOBILE COMPUTER,MOBILE
154.13	HILLSBOROUGH CO. FIRE SOUTH OF INTERSTATE 4		
154.175	HILLSBOROUGH CO. FIRE, NORTH OF INTERSTATE 4		
154.25	HILLSBOROUGH CO. FIRE,UNIT TO UNIT	153.83	LOW POWER FIREGROUND
153.92	HILLSBOROUGH COUNTY DISASTER CONTROL	155.22	COUNTY EMS DISPATCH
155.325	AMBULANCE HOSPITAL	155.16	SAS AMBO TAMPA DISPATCH
155.16	APPOLLO BEACH RESCUE	453.55	TAMPA PD CENTRAL & WEST.
453.700	TAMPA PD, EAST OF I-275	453.750	TAMPA PD WEST TAC
453.800	TAMPA PD, INFO & CHECKS	453.850	TAMPA PD, SPECIAL EVENTS
453.875	TAMPA PD, EAST TAC	453.325	TAMPA PD, NEW CH.7
453.400	TAMPA AIRPORT POLICE	453.500	TAMPA CITY BUILDING INSPECT.*
453.600	TAMPA CITY PUBLIC WORKS*	154.43	TAMPA FIRE DISPATCH
154.22	TAMPA FIRE DEPT. SECOND DISPATCH	463.150	MED 7
47.14	FLA DOT HIGHWAYS	154.83	PLANT CITY POLICE
154.83	TEMPLE TERRACE POLICE	154.98	HILLS CO. SCHOOL MAINT.
155.745	ST.PETE/CLEARWATER AIRPORT PD**	158.73	USF CAMPUS PD
161.700	GO-PATROL TRAFFIC REPORTS	450.587	METRO TRAFFIC CONTROL
450.700	WFLA WPDS TRAFFIC REPORTS	452.700	HARTLINE BUSES
452.850	HARTLINE BUSES	33.94	PASCO COUNTY FIRE
45.92	PASCO COUNTY EMS	45.62	PASCO COUNTY SHERIFF EAST
45.66	PASCO COUNTY SHERIFF, WEST	155.745	PASCO COUNTY SCHOOL BUSES

EDITOR'S NOTES * ARE USED AT TAMPA STADIUM FOR GAMES BUT CORRECT USES ARE ABOVE, ** WAS LISTED AS TAMPA AIRPORT, IT IS CORRECTED ABOVE

DETROIT AND OAKLAND COUNTY MICHIGAN

154.310	DETROIT FIRE DISPATCH	153.95	DETROIT FIRE MOBILES
154.400	DETROIT FIRE CHANNEL 4	155.16	DETROIT EMS
154.34	FIRE, HAZEL PARK, FERNDALE, MADISON HEIGHTS,ROYAL OAKS PLEASENT-RIDGE, BERKLEY AND HUNTINGTON WOODS.	154.74	HAZEL PARK,FERNDALE PD
155.37	INTERCITY POLICE	155.865	INTERCITY MOBILES
155.595	TROY,CLAWSON POLICE	155.73	OAKLAND COUNTY SHERIFF
42.02	MICHIGAN SP,DETROIT FREEWAYS	42.94	MICHIGAN SP,OAKLAND CO.
42.68	MICHIGAN SP, WAYNE COUNTY	42.86	MICHIGAN SP, MACOMB CO.
460.325	WARREN POLICE	453.450	WARREN FIRE
460.475	STERLING HEIGHTS POLICE	460.625	STERLING HEIGHTS FIRE
155.82	PUBLIC WORKS, HAZEL PARK, FERNDALE, MADISON HEIGHTS		
155.94	ROYAL OAK PUBLIC WORKS	153.755	TROY PUBLIC WORKS
155,280	SUBURBAN AMBULANCE	155.265	COMMUNITY AMBULANCE
155.265	OAKLAND COUNTY DISASTER CONTROL	46.00	UNIVERSAL AMBULANCE
450.212	WJR RADIO	453.000	DETROIT NEWS
156.800	MARINE CALLING	157.05	USCG
157.100	USCG AND MARINE INFO	157.150	USCG

EAST SAN GABRIEL VALLEY CALIF.

39.94	LASO INDUSTRY STATION	39.46	LACSO INDUSTRY STATION MOBILE
39.48	FREQ CHARLIE, CAR/CAR	39.600	FREQ HENRY, CAR/CAR
39.72	FREQ EDWARD, LACSO EAST TAC	39.62	LACSO SAN DIMAS STATION
39.28	LACSO SAN DIMAS MOBILES	39.64	LACSO TEMPLE STATION
39.22	LACSO TEMPLE MOBILES	39.400	LACSO NORTH TAC, FREQ NORA
39.52	LACSO AREO MT. RESCUE, FREQ MARY	470.912	LACSO SOD FOR ABOVE
470.787	LACSO, ACCESS TO RADIO ROOM	42.88	CHP ORANGE BASE
42.66	CHP, ORANGE MOBILES	42.34	CHP, STATEWIDE SECONDARY"
42.12	CHP GOLD BASE	42.20	CHP GOLD MOBILE
154.905	CHP EXTENDER TO 42'smhz	154.92	CLEMARS (CHP,SGV MUTUAL AID)
154.845	F-1 AZUSA & GLENDORA PD	155.625	F-2 BALDWIN PARK PD PRIMARY
155.49	F-1 CLAREMONT & LA VERNE PD	155.79	F-1 IRWINDALE POLICE
154.725	F-1 COVINA POLICE	155.550	F-1 POMONA POLICE
506..337	F-1 WEST COVINA POLICE DISPATCH	506.512	F-2 WEST COVINA PD TAC
154.34	LACFD FIRE VALLEY DISPATCH	470.662	LACFD BLUE,FIREGROUND SOD
470.412	LACFD FIREGROUND, SIMUCAST VALLEY.	470.462	LACFD FIREGROUND, SOD
154.28	STATEWIDE FIRE MUTUAL AID	156.165	SGVFA, MERGER OF WEST COVINA AND COVINA FIRE DEPARTMENTS
		154.07	LA VERNE AND POMONA FD
47.62	CRIPPENS AMBULANCE SERVICE	47.58	COLE-SCHAEFER AMBULANCE
463.075	MED 4 QUEEN OF THE VALLEY HOSPITAL, WEST COVINA		
145.46	W6FXN BUZZARS PEAK AMATEUR REPEATER		

"MEMBERSHIP INPUT SURVEY"

Recently I have become the column editor for "MONITORING AND THE LAW". I would like your input as to how I can best serve you, the members. Will you please take a few minutes of your time to answer the questions in this survey? If you answer ( ) OTHER, please comment on this in more detail.

PLEASE COMPLETE THE SURVEY AND MAIL TO:

Roger W. West
"Survey Input"
P. O. Box 52
Balsam Lake, WI 54810

"MONITORING AND THE LAW"

1. What subject(s) would you like to see addressed in this column?

D. Legal in your place of business or work? ( ) YES ( ) NO ( ) OTHER

E. Are there any local laws in your area?

Metropolitan: ( ) YES ( ) NO ( ) OTHER

Surburban: ( ) YES ( ) NO ( ) OTHER

Rural: ( ) YES ( ) NO ( ) OTHER

Name of bordering state(s):

A. legal in your home? ( ) YES ( ) NO ( ) OTHER

B. Legal in a mobile unit?

Car ( ) YES ( ) NO ( ) OTHER

Boat ( ) YES ( ) NO ( ) OTHER

Aircraft ( ) YES ( ) NO ( ) OTHER

Other vehicle(s) ( ) YES ( ) NO ( ) OTHER

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"R. C. M. A. HANDICAPPED REPRESENTATIVE"

I have been working with William Mauldin, the General Editor and Carol Ruth, the Business Manager of the RCMA Newsletter to set-up part of the column MONITORING AND THE LAW to represent the handicapped members. I have been appointed the "R. C. M. A. HANDICAPPED REPRESENTATIVE". Items that appear in this section of the column must be items that relate to the hobby of monitoring only.

However, if you need information on other items such as Social Security laws or Medicare information, etc., please feel free to ask me and please enclose a stamped self-addressed envelope and I will write you back as soon as possible.

1. What would you like to see in this section of my column?

2. Are you a handicapped member of R.C.M.A.?

3. How are you handicapped? (Answer optional)

4. If it could be done, would you like to see the newsletter put on Voice Cassette for those members who are sightless and for those members who have difficulty turning the pages?

D. Legal in your place of business or work? ( ) YES ( ) NO ( ) OTHER

E. Are there any local laws in your area?

Metropolitan: ( ) YES ( ) NO ( ) OTHER

Surburban: ( ) YES ( ) NO ( ) OTHER

Rural: ( ) YES ( ) NO ( ) OTHER

F. REMARKS:

2. Is monitoring in your state and/or bordering state(s):

Name of your state:

A. legal in your home? ( ) YES ( ) NO ( ) OTHER

B. Legal in a mobile unit?

Car ( ) YES ( ) NO ( ) OTHER

Boat ( ) YES ( ) NO ( ) OTHER

Aircraft ( ) YES ( ) NO ( ) OTHER

Other vehicle(s) ( ) YES ( ) NO ( ) OTHER

C. Legal with a hand held unit? ( ) YES ( ) NO ( ) OTHER

ST. LOUIS AREA

155.58	SHREWSBURY POLICE	155.58	WARSON POLICE
155.58	WEBSTER POLICE	153.86	SHREWSBURY FIRE
153.86	WEBSTER GROVES FIRE	154.13	ST.LOUIS FD DISPATCH
154.16	SOUTH COUNTY FIRE	154.01	ST.LOUIS FD MOBILE
450.412	KMOV - TV	450.587	KTVI TV CH.1
155.475	ISPERN, MUTUAL AID	154.725	POLICE RIOT CHANNEL
155.37	POLICE,POINT-POINT	450.55	KMOV CH.2
161.73	KMOX TRAFFIC HELICOPTER	450.612	KTVI CH.2
154.37	MAPLEWOOD FIRE	155.79	MAPLEWOOD POLICE
155.79	RICHMOND HEIGHTS POLICE	154.28	FIRE,MUTUAL AID
155.235	SOUTH COUNTY AMBULANCE	153.89	SOUTH COUNTY FIRE
155.34	ST.LOUIS UNIV.HOSPITAL,MARC	154.37	WEST COUNTY FIRE
154.31	JEFFERSON COUNTY FIRE	155.64	JEFFERSON CO. PD
154.325	NORTH COUNTY FIRE	154.400	NORTH COUNTY FIRE
47.62	AMERICAN RED CROSS	155.49	ST.CHARLES COUNTY PD
151.625	ST.LOUIS & CH.OF ROCKS RR	154.89	ST.LOUIS CO. PD TACT
155.25	KIRKWOOD POLICE	157.100	MARINE CH.22 USCG ADVISOR
148.545	SCOTT PHONE PATCH	460.175	ST.LOUIS CITY PD COMMAND
460.250	ST.LOUIS CITY PD DIST. 1& 2	460.200	ST.LOUIS CITY PD DIST. 3
460.275	ST.LOUIS CITY PD DIST. 4 & 5	460.225	CITY PD DIST. 6 & 8
460.025	CITY POLICE, DIST. 9	460.125	CITY POLICE SOD
154.83	ST.LOUIS COUNTY PD DETECTIVES	154.875	ST.LOUIS CO. P-1 NORTH
155.13	ST.LOUIS CO. P-2 NW	154.845	ST.LOUIS CO. P-3 WEST
155.655	ST.LOUIS CO. P-4 SOUTH	155.565	ST.LOUIS CO. P-5 SW
155.955	ST. LOUIS CITY AMBULANCE	151.295	COUNTY PARK RANGERS

BALTIMORE CONTINUED FROM LAST MONTH

39.06	MSP JESSUP BARRACK A	39.04	MSP GLEN BURNIE,BARRACK P
453.100	HARBOR TUNNEL,KEY BRIDGE	453.575	CHESAPEAKE BAY BRIDGE
460.050	BALTIMORE PD METRO INTERSYSTEM	162.400	BALTIMORE NOAA WEATHER
155.55	UMBC POLICE	47.26	MD HIGHWAY CH.2
463.150	BALTIMORE-SHOCK TRUMA LINE	460.600	HARFORD COUNTY FIRE DISPATCH
154.250	HOWARD COUNTY FIRE DISPATCH	154.28	FIRE MUTUAL AID
62.950	EMRC CALLING CHANNEL	462.975	SYSCOM MEDEVAC HELICOPTER
159.09	HOWARD COUNTY PD CH.1	155.115	HOWARD CO. PD CH.4
154.22	HOWARD COUNTY FIRE CH.2	154.01	ANNE ARUNDEL CO. FD DISPATCH
154.34	ANNE ARUNDEL CO. FD RESPONCE	154.175	ANNE ARUNDEL CO. FD FIREGROUND
494.312	ANNE ARUNDEL PD NORTH DISPATCH	154.415	BALTIMORE CITY FD DISPATCH
154.31	BALTIMORE CITY FIRE RESPONCE	154.145	BALTIMORE CITY EMS DISPATCH

YORK AND ADAMS COUNTIES, PA.

45.500	ADAMS COUNTY POLICE F-1	45.100	ADAMS COUNTY POLICE F-2
45.54	ADAMS COUNTY POLICE F-3	46.18	ADAMS COUNTY FIRE F-1
46.20	ADAMS COUNTY FIRE	33.900	YORK COUNTY FIRE F-1
33.88	YORK COUNTY FIRE F-2	45.100	YORK COUNTY SHERIFF F-1
45.18	YORK COUNTY RURAL FIRE NET	45.42	HANOVER CITY POLICE F-2
39.02	HANOVER CITY POLICE F-3	45.94	HANOVER CITY POLICE F-4
39.12	HANOVER CITY PUBLIC WORKS	46.52	READING TWP PD CAR/CAR
45.06	LATIMORE TWP PD CAR/CAR	151.295	CORDORUS STATE PARK
37.56	MET-ED POWER CO,YORK & ADAMS COUNTIES	462.975	MED COM
154.28	FIRE MUTUAL AID	462.125	HANOVER CABLE TELEVISION
45.58	YORK COUNTY NORTHERN REGIONAL PD F-1	45.46	YORK CO. N. REG. PD F-2
37.52	MET-ED POWER YORK COUNTY NORTHERN	155.67	PA STATE PD BASE
155.91	PA STATE PD MOBILES	159.21	PA STATE PD MOBILE TO PORT.
154.755	PA STATE POLICE MOBILE TO MOBILE	451.400	UNITED TELEPHONE

EAST CENTRAL CONNECTICUT

453.800	WINDSOR FIRE	455.25	WTIC TRAFFIC
45.86	STATE POLICE HOTLINE	460.275	EAST WINDSOR POLICE
33.900	FIRE DISPATCH,TN,WW,QV,KX	33.90	FIRE, TOLLAND & WILLIMANTIC
33.94	HARTFORD COUNTY FIRE	462.625	VERNON POLICE CHANNEL, ALSO

VERNON RECREATION,SCHOOLS, BUILDING PERMITS,VERNON PD & AMBULANCE OFFICERS, VERNON WATER,WINDSOR AMBULANCE, MARCUS COMMUNICATIONS, JOE SWENSON BUILDER.

45.100	SOUTH WINDSOR POLICE	33.78	BACK-UP FOR 33.900
33.84	ENFIELD FIRE CONTROL,SOUTHBURY FIRE TRAINING SCHOOL		
460.325	VERNON PD CH.1, WATERTOWN PD & FB	155.61	WINDSOR LOCKS PD & AMBO.
42.04	STATE POLICE TROOPS H,E,G	42.36	STATE POLICE TROOPS C,K,D
46.16	CONN STATEWIDE FIRE NETWORK	33.44	TOLLAND FIRE OPERATIONS

33.88 MEDICAL OPERATIONS, TOLLAND WILLIMACTIC
42.48 STATE POLICE, TROOPS F & I
33.700 LITCHFIELD COUNTY FIRE
33.96 SOUTH WINDSOR FIRE SECONDARY,
42.200 CONN STATE POLICE USED FOR RADAR
45.24 SOUTH WINDSOR HIGHWAY DEPT.
46.00 WINDSOR BUSES
453.425 EAST WINDSOR CD, ALSO PD & AMBO.
FOR MANCHESTER AND WINDSOR LOCKS FIRE
45.14 COVENTRY PD,PLYMOUTH PD & FD
42.30 CONN STATE POLICE
155.385 LIFE STAR
119.6 BRAINARD FIELD TOWER
460.075 RASF INTERDEPT. PD,MOSTLY INACTIVE
453.100 VERNON PUBLIC WORKS
460.600 EAST HARTFORD FIRE AND AMBULANCE
NORTH CENTRAL C-MED
42.52 CONN STATE PD TROOPS A,B,L

37.74 CONN LIGHT & POWER NORTH
33.64 WILLIMANTIC FIRE STATION K
33.96 THOMPSONVILLE FIRE
47.30 CONN DEPT OF TRANSPORTATION HIGHWAYS
42.24 CONN STATE POLICE USED FOR RADAR
46.00 SOUTH WINDSOR AMBULANCE
47.38 CONN. DEPT. OF TRANS. MAINT
33.50 BURLINGTON FIRE, ALSO BACK UP
455.35 WTIC NEWS
154.13 SUFFIELD FIRE
42.32 CONN STATE POLICE
33.48 FUTURE VERNON FIRE
460.55 ENFIELD FIRE DEPT.
156.000 NEWINGTON AMBULANCE
44.68 CONN DEP
462.95 TOLLAND COORDINATOR,HARTFORD PD AMBO,
462.975 MANCHESTER AMBO,NORTHCENTRAL C-MED
33.56 UN OF CONN FIRE

154.445 NEWINGTON FIRE
450.087 WPOP & WIOF NEWS AND TRAFFIC
33.04 FARMINGTON FIRE
153.89 MANCHESTER FIRE(911)
154.665 CONN STATE POLICE TROOP TO TROOP, PAGERS
42.58 CONN STATE POLICE
159.15 CONN STATE POLICE
453.575 ROCKY HILL FIRE
468.000 TOLLAND COUNTY AMBULANCES
155.34 EMS SPRINGFIELD C-MED, TOLLAND
42.64 STATE POLICE
44.86 STATE POLICE
156.21 STATE POLICE
155.085 WINDSOR LOCKS AMBO. PAGER
46.18 PORTLAND MIDDLETOWN FIRE
450.862 TRAFFIC NET AIRPLANE

460.425 NEWINGTON POLICE
460.157 RAFS 2 INTERDEPT. PD BASE & MOBILE
45.12 BERLIN FIRE
460.125 MANCHESTER POLICE
42.18 CONN STATE POLICE
155.575 CONN STATE POLICE
118.15 BRADLEY FIELD ATIS
463.000 TOLLAND COUNTY HOSPITAL
450.25 WTIC INPUT FOR MOBILES
OCCASIONALLY 155.265 EMS
42.68 STATE POLICE
45.02 STATE POLICE
453.525 ELLINGTON CONSTABLES TOWN GOVNT.
155.73 SUFFIELD POLICE
450.150 WDRC TRAFFIC, SAMARITAN VAN
450.75 SOME WPOP/WIOF TRAFFIC

CENTRAL ILLINOIS BY GREG

453.925 BLOOMINGTON POLICE
155.13 BLOOMINGTON POLICE "GAB" FREQ
453.775 NORMAL POLICE DEPT."GAB" FREQ
453.575 MCLEAN "GAB" AND VARIOUS DEPTS.
453.725 COUNTY TACT ,LOW POWER
154.815 COUNTY RURAL FREQ
154.265 MCLEAN COUNTY FIRE MUTUAL AID
42.72 ILL STATE PD DIST.6 MOBILE
155.475 ISPERN EMERGENCY RADIO
155.37 POINT TO POINT
153.83 BLOOMINGTON FIREGROUND
154.95 ILL STATE CRIMINAL INVEST.
453.100 MCLEAN COUNTY EMS,LIFELINE AMBO.
155.52 ILL STATE POLICE DIST. 8
42.54 ILL STATE POLICE DIST. 10
39.46 COUNTY BASES, POINT TO POINT
155.055 IREACH 911 ANSWERING POINTS
453.900 ILL STATE UNIV.,NORMAL PD
121.800 BLOOMINGTON/NORMAL AIRPORT GROUND

453.150 BLOOMINGTON POLICE TACT.
453.95 NORMAL POLCE DEPT.
453.675 MCLEAN COUNTY SHERIFF
453.175 COUNTY PAGER
154.89 COUNTY TACT. LOW POWER
154.19 MCLEAN COUNTYWIDE FIRE
42.52 ILL.STATE PD DIST.6 BASE
42.50 ILL STATE PD CAR/CAR
155.460 ILL STATE HIGH BAND, CH.7
154.16 BLOOMINGTON/NORMAL FIRE
154.905 ILL. STATE CRIMINAL INVEST
155.34 MERCI AMBULANCE/HOSPITAL
42.36 ILL STATE PD DIST. 8
155.505 ILL SP MOBILE EXTENDERS
154.695 ILL STATE POLICE DIST. 10
39.50 COUNTY BASE
453.700 MCLEAN COUNTY ESDA
124.600 BLOOMINGTON NORMAL AIRPORT TOWER
118.05 CHICAGO CENTER REMOTE BLOOMINGTON

SOUTHERN MAINE COAST BY DICK MA071

154.665 MAINE STATE POLICE SOUTH AREA
154.695 STATEWIDE, CAR/CAR
154.935 MAINE STATE PD CAR TO CAR RADAR
154.92 MAINE SP DETECTIVE USE
155.58 REGION 1 PD NET(YORK COUNTY)
155.97 MAINE FIS & GAME, SOUTHERN REPEATER
159.45 MAINE STATE FORESTRY,FIRE TOWERS
154.31 STATEWIDE FIRE MUTUAL AID
142.365 STATE NATIONAL GUARD
450.5125 WGME TV 13 CBS NEWS
156.600 MARINE CH.12
156.80 MARINE CH.16 DISTRESS,CALLING

154.65 MAINE SP CENTRAL ZONE
154.71 MAINE SP EMERGENCY BACK UP
156.045 MAINE SP TURNPIKE USE
155.475 MAINE STATE POILCE
155.535 REGION 2 PD NET(CUMBERLAND CO.)
155.595 MAINE MARINE RESOURCES PATROL
163.225 NATIONAL MARING FISHERIES
45.64 MAINE STATE CIVIL DEFENSE"
450.05 WCSH TV 6 NBC NEWS
461.35 WMTW TV 8 ABC NEWS
156.65 MARINE CH.13 LARGE VESSEL TRAFFIC
157.075 MARINE CH.81 COAST GUARD GROUP BOSTON

157.100	MARINE CH.22 CG,CIVILIAN LIASON	157.15	MARINE CH.23 CG GROUP PORTLAND
123.100	AIRCRAFT SEARCH & RESCUE	164.55	CG, CAPE COD AIR STATION
157.175	MARINE CH.83 CG, GROUP SW HARBOR	169.600	MARINE CH.16 REPEATER,SW HARBOR
154.995	YORK COUNTY SHERIFF	155.625	CUMBERLAND CO. SHERIFF
155.49	PORTLAND POLICE	154.205	PORTLAND FIRE

WELL, THATS ALL FOR NOW, MY ARM IS TIRED. PLEASE REMBER, IF I CAN'T READ IT, I CAN'T TYPE IT.....

Joe

MARKETPLACE

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:

RCMA MARKETPLACE, c/o Gary Darcy, P.O. Box 1329, Palmdale, CA 93550

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above for a supply of forms. Foreign members do not need to include postage on envelopes. ALL MEMBERS must include their membership numbers.

The Marketplace editor can be contacted by electronic mail via the following services:

COMPUSERVE..76566,1542	DELPHI.....GMDARCY	MCI MAIL.....286-1087
THE SOURCE.....BDW292	PEOPLE/LINK....GMDARCY	TELEX.....6502861087
EASYLINK.....62015327	GENIE.....GMDARCY	

EDITOR'S COMMENT: I still I have transfer requests pending with my employer to the Salt Lake City, UT area. Please continue to use the Palmdale, CA address. THANKS!!! (12-02-87)

FOR SALE: Avanti Astro Scan Tri-Band Monitor Antenna Model AV-801. Antenna never used; box was open, but antenna was not assembled. Antenna is about 10.5 feet long; does not include cable or mounting pole. I live in an apartment and am not allowed to set up an outside antenna. Will ship UPS. $27.00.
Contact: EDWARD KING (NJ-017), 14-31 Chandler Dr., Fair Lawn, NJ 07410. (11-02-87)

FOR SALE: Realistic/Radio Shack PRO-2002. 50 channel VHF Hi-Low/UHF. Includes all accessories, instruction manual, original box. Will ship UPS. $115.00.
Contact: EDWARD KING (NJ-017), 14-31 Chandler Dr., Fair Lawn, NJ 07410. (11-02-87)

FOR SALE: Realistic/Radio Shack PRO-55. 10 channel crystal controlled scanner. VHF Hi-Low/UHF. Original box and instruction manual. Will ship UPS. $50.00.
Contact: EDWARD KING (NJ-017), 14-31 Chandler Dr., Fair Lawn, NJ 07410. (11-02-87)

FOR SALE: Realistic/Radio Shack PRO-2001. No accessories; with operation manual. $125.00.
Contact: BILL PHILLIPSON W6PRI (CA-SC-029), 18954 Pendergast Ave., Cupertino, CA 95014-3623 or telephone 408-996-7624. (11-09-87)

FOR SALE: Bearcat 15. 10 channel VHF/UHF/Air. Excellent condition; includes original carton & owner's manual. $50.00 + $5.00 shipping.
Contact: BILL SPANN KA9YKN (IN-088), P.O. Box 174, Mooresville, IN 46158-0174 or telephone 317-831-5582. (11-17-87)

FOR SALE: JIL SX-200. Excellent condition; includes original carton & manuals. $150.00 + $5.00 shipping.
Contact: BILL SPANN KA9YKN (IN-088), P.O. Box 174, Mooresville, IN 46158-0174 or telephone 317-831-5582. (11-17-87)

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FOR SALE: Grove Power Antenna III. Never been used; just like new. Includes original instruction sheet. $30.00.
Contact: JAYD SWENDSEID (CA-VE 033), 1677 Kenewa, Ojai, CA 93023 or telephone 805-649-3201. (11-21-87)

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WANTED: Realistic PRO-32 scanner. Should be in good condition and include owner's manual.
Contact: JAYD SWENDSEID (CA-VE 033), 1677 Kenewa, Ojai, CA 93023 or telephone 805-649-3201. (11-28-87)

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MONITORING & THE LAW

Send information or questions to:
Roger W. West (MN-052), P.O. Box 52, Balsam Lake, WI 54810

Hello Members! At press time there were no pending laws before Congress or any states to the best of my knowledge. So this month I would like to discuss a very interesting matter concerning those who monitor the public service agencies such as the Police Departments, Fire Departments and Ambulance Services, etc. It seems that just about any time you listen to the radio or watch the news on television another public service department is trying to outlaw monitoring. Last month I wrote about the Sheriff of Washington County in Tennessee who said that those of us who monitor are his department's "EXTRA EYES".

I would like to tell about several experiences that I have had in being the "EXTRA EYES" of the community. Once where I aided in catching several hold-up suspects and the other where it helped save me from possible severe motor skill disabilites. Several years ago when we lived in Eau Claire, WI, my wife and I were watching TV with my monitor on when the local dispatcher's voice came across stating: all units 10-33 --Pause-- all units 10-33, an armed robbery just took place at the VFW club and the car is heading North on Western Avenue. Hearing this I quickly turned off my lights and looked out the window. Sure enough the car that was coming up the street at a high rate of speed matched the description that the dispatcher had given out over the scanner. When the vehicle got near our home, the driver turned off the car lights and pulled into the driveway across the street and drove behind the building. I worked my way in the dark to the telephone and called the police dispatcher and reported what I had just seen. Within five minutes that area was completely surrounded with police and the suspects were apprehended and taken into custody. Never once did I hear from the police department about calling and reporting what I had seen. If I had not spotted the suspects going behind that building the police would not have found them as quickly as they did.

This next experience affected me personally. As some of you members may know, when a person experiences a stroke, time is of the essence to get the patient to the hospital to be anti-coagulated to keep motor skill damage to a minimum. I was sitting in the den reading the newspaper when I began to have a seizure, my wife recognozed that I was in the process of having a another stroke and called 911. When the call came across the monitor the dispatcher started to give the paramedics directions to our home. But instead of telling the paramedics to take a right hand turn at a major intersection, he told them to take a left hand turn which left them going away from our home. My son redialed 911 and informed the dispatcher of his mistake. My son stayed on the line until the ambulance came into sight of our home. When the emergency medical team arrived at our home they started working on me right away. They took me to the hospital where I received more treatment. If the paramedics had not arrived when they did I could have lost some of my motor skills such as walking, talking, breathing, etc. I thank God my family had been listening that night. Just a few minutes made all the differnce in my life.

I usually listen to two meter ham radio and I don't think a day goes by that a mobile ham calls the local public service agency to report a traffic accident or an obstruction in the roadway,etc. But you never hear the person taking the information saying thanks to the caller.

Well, I got some more replys to my monitoring Questions:

Is monitoring in your state and/or bordering state(s):
A. Legal in your home?
B. Legal in a mobile unit? (Car, boat, aircraft, etc.)
C. Legal with a hand held unit?
D. Legal in your place of business or work?
E. Are there any local laws on monitoring in your area?

CANADA: You must have a license to monitor anywhere in Canada. (Rob B.-Editor)

LOUISIANA: NO LAWS AT ALL. (Dewaynes LA-049)

INDIANA: Outlaw mobile scanners. (Monitoring Times, Nov. 1987 issue, page 58)

KENTUCKY: Outlaw mobile scanners. (same as above)

MICHIGAN: Outlaw mobile scanners. (same as above)

MINNESOTA: Outlaw mobile scanners. (same as above)

NEW JERSEY: Outlaw mobile scanners. (same as above)

NORTH DAKOTA: Outlaw mobile scanners. (same as above)

SOUTH DAKOTA: Outlaw mobile scanners. (same as above)

The exception to this law is Law Enforcement Personnnel and Licensed Amateur Radio Operators.

I would like to hear from the members in these states to my other questions. Please take a few minutes of your time and drop my a note. There are many many other states that I have not heard from. PLEASE take a few minutes and drop me a post card or a letter on monitoring laws in your AREA. I will confirm that I have received the information. Remember the RCMA is only as good as you the membership make it, by sending in your information in to your favorite column. I hope I don't have to write the famous words "No input-No output".

That is it for another month. Take care and I leave you with this,
Food for thought: School is building that has four walls - with tomorrow inside.

Good listening,

Editor's Note: I am not a lawyer so please do not take my opinion as a legal statement.

RCMA Handicapped Representative

Send questions or newspaper and magazine articles of interest that relate to the hobby of monitoring and will be of aid to our handicapped members.

Send to : Roger West, P.O. Box 52, Balsam Lake, WI 54810

Hello! last month I told you about the program to become an amateur "ham" radio operator called "Handi-Ham". I got the written part of the test down, but I have to work on the code yet. If anyone out there among the membership who are "hams" that would be interested in giving the FAA test to those who want to become amateur radio operators, please drop me a line and I will start up a file.

I plan to start putting the newsletter on audio tape for the blind members and the members who have a difficult time trying to turn the pages. To start things off and to see how it will workout, if you will send me a blank audio magnetic recording tape and a self-addressed, stamped envelope that is large enough to mail the tape to you, I will record the newsletter and send it out to you. If this project is a success, I will have my brother, Roy West, who is a radio announcer narrate the newsletter onto a master copy and mail it to me. I in turn will make copies off of the master tape and send it to you. Again if this project is successful, at the end of the year we can index the entire year and put 12 months on 1 or 2 tapes for a permanent record of the newsletter.

Well that will do things for another month. Remember I would like to ask for your input as to what you would like to see in print in this column. Write me to let me know of any ideas that you might have.

FOOD FOR THOUGHT: One of the most difficult things to give away is [illegible] KINDNESS --- It usuallyis returned.

NEW PRODUCT REVIEW

This column is for reports on new products of interest to scanner listeners. Send reports on scanners, antennas, frequency publications and other products related to the hobby to:

James A. Abdu (GA-058), 1203 N. Crossing Way, Decatur, GA 30033

Hello, and welcome to the New Product Review Column. This month I have reviews of the Realistic Pro-2020 and Pro-2021 scanners sent in by Roger West, Editor of the R.C.M.A. Monotoring and the Law column. Thanks Roger. I also have reviews of the Cobra SR-15, Bearcat 70XLT, Bearcat 580XLT and the Bearcat 600XLT. These were sent in by a member who whishes to remain anonymous. Thanks.

PRO 2020 REALISTIC SCANNER

The Pro 2020 is a programmable AM/FM scanning receiver sold by Radio Shack. It covers the frequencies of VHF-LO 30-50 MHz, Aircraft 108-136 MHz, Government 138-144 MHz, Ham 144-148 MHz, VHF-HI 148-174 MHz, Ham/Government 410-450 MHz, UHF-LO 450-470 MHz UHF-HI (T) 470-512 MHz. It scans up to 20 channels in any band combination. It has a scanning rate of 9 channels (fast) or 4 channels (slow) per second. It also has a priority channel which is sampled every 2 seconds and operates on either AC or DC with a 9-volt battery back-up that holds memorized frequencies in case your power goes out.

It comes with an universal mounting bracket and has a large multi-purpose fluorescent display that shows which channels and frequencies are being scanned. It has a channel lockout which comes in handy when you want to limit certain channels of an area. It also comes with a search mode which is real good for when things are slow and you wish to find new frequencies for a certain area.

It has a front panel keyboard for easy access. On the back of the monitor it has an antenna jack for your outside antenna, a tape out jack, a jack for external speakers and a DC jack. It also comes with a telescopic antenna but I found the outside antenna gives you twice the radius in coverage. In the instruction manuel it gives a listing of what each range of frequencies cover, which I find to be very useful.

This scanner has given me a great deal of enjoyment and I would recommend it to anyone. I also have a PRO 2021 monitor by Realistic which I would also recommend to anyone.

PRO 2021 REALISTIC SCANNER

The Pro 2021 is a AM/FM Programmable Scanner on which you can monitor up to 200 channels if you wish. It has 10 banks with 20 channels in each bank. It covers the bands of: 30-50 MHz, 50-54 MHz, 108-136 MHz, 138-144 Mhz, 144-148 MHz, 148-174 MHz, 380-450 MHz, 450-470 MHz and 470-512 MHz. It also has what is called a monitor bank which holds up to 10 additional channels that may be trans ferred from monitor memory to permanent memory with just the pressing of several buttons.

It includes a channel lockout with a built-in skipper circuit. It has an optional 2-second scan delay by simply a touch of a switch. It has a manual - mode, scan mode, lockout mode and priority on any channel which I find to be very useful.

On the back of the monitor it has an antenna jack, tape out jack, head phone or extenal speaker jack and comes with an universal mounting bracket with all the hardware needed. It can be powered by AC or DC. It also has a 9-volt battery holding the 200 programmed channels in case of a power outage. When the 9-volt battery gets run down, the word BATTERY flashes across the display and an alarm sounds. When you enter a frequency that is not programmable in the PRO 2021 an error indicator will appear on the display followed by three beeps.

All the settings of delay, lockout, speed, priority and skipping banks are retained when you turn the power off.

It is an excellent monitor but like anything else it has some flaws. The multi-purpose display has a light green background with black letters and numbers and you have to view it from a certain angle in order to read it. The only other problem is that it does not have the 800 MHz band which there is getting to be more of.

COBRA SR-15 REVIEW:

True pocket portable scanner (about the size of the old BC--THIN SCAN)
100 channel capacity, 5 banks of 20 channels each
Frequency coverage is good. LOW-HIGH-UHF-AIR(118-136)
Very good sound quality and volume

This is the first true pocket programmable scanner I have ever seen. It will fit in a shirt pocket or pants pocket very well, without causing a bulge or sagging of material.

One hundred channels, in 5 banks, are plenty. I would think that any listener NEEDING more than one hundred channels in a portable, would be quite satisfied with a larger unit.

The frequency coverage is good. I say only good, because for some unknown reason, the top (?) manufacturers don't find it necessary to add the 200-400 mhz coverage. Maybe someday, they will realize the buyers of this equipment actually do listen to that range. The aircraft coverage starts at the typical BEARCAT 118 mhz, not the actual band starting point of 108 mhz.

The speaker is outstanding. Sound quality and volume is quite good. A sub mini plug is supplied for external speaker or earphone usage.

The power is supplied via a battery pack (4 aa ni-cads wrapped). This is unfortunate, because it restricts the user to a battery pack available only thru BEARCAT. There is enough room in the radio for 4 individual batteries, but COBRA sees an increase in revenue, due to sales of battery packs, more important than the convenience of the user.

All in all, the radio is definately a good buy. With earphone in place, and SR-15 in pocket, monitoring can go undetected quite easly.

BEARCAT 70XLT

True pocket portable scanner (same size as the SR-15)
20 channel capacity, no banks
Frequency coverage fair. (LOW-HIGH-UHF)--(NO AIR)
SOUND QUALITY IS POOR THRU SPEAKER (FAIR THRU EARPHONE)

A downgraded SR-15, Bearcat didn't do their homework on this one. We could possibly get along with less channels, but 20 is cutting it too far. (40 or 60 would have been better). The greatest foul-up was the sound quality, BEARCAT should have used the same great speaker (or technology) as COBRA did. No aircraft band! thats forgivable, not all listeners want to pay for that privelage. For the price difference, I would get the SR-15.

BEARCAT 580XLT

FINNALLY, a small compact mobile scanner worthy of purchase.

One hundred channels, with aircraft coverage (118-136), divided into 5 banks of 20 channels each.

The display is backlit, easy to read in daylight or darkness. The buttons are small, but still big enough for comfortable use.

The performance is very very good. Reliablility of course, will not be known for about a year. Hopefully BEARCAT did not make us another "260".

UNIDEN 600XLT (bearcat or what)

Same great size and features as the 580XLT. So why bother?

The 600XLT is custom manufactured by UNIDEN, it has two options not available on the 580XLT.

FIRST: A PRE-AMP MODULE, TO BE USER INSTALLED IN SIDE THE UNIT. (EASY INSTALLATION) GREATLY INCREASES YOUR RECEPTION OF WEAK OR FAR AWAY STATIONS

SECOND: A PL MODULE, TO BE USER INSTALLED IN SIDE THE UNIT. (EASY INSTALLATION) THIS ALLOWS YOU TO PROGRAM THE PROPER PL CODE FOR YOUR FAVORITE POLICE/FIRE/BUSINESS FREQUENCY. THE PL WILL ALLOW THE RADIO TO RECEIVE ONLY THAT FREQ. IN COMBINATION WITH THAT PL CODE.

100 CHANNELS--100 FREQUENCIES--100 PL CODES

A SPECIAL SWITCH IS LOCATED UNDER THE FOLDING STAND, TO ALLOW YOU TO SWITCH THE PL and/or PRE-AMP ON AND OFF AT YOUR CONVENIENCE.

IT'S HARD FOR ME TO UNDERSTAND, WHY THE DESIGNER OF THIS FINE UNIT, DID NOT FORSEE THE NEED FOR 200-400 MHZ COVERAGE, AT THE SAME TIME, OR EVEN 800 MHZ COVERAGE. OH WELL. MAYBE THEY ARE LISTENING NOW.

The only problem I see with this unit, is WHERE DO YOU GET THE PL CODES, TO COINCIDE WITH THE FREQUENCIES?

California users are lucky, in that they have a frequency directory available (GOVERNMENT RADIO SYSTEMS-SAN JOSE) which lists the PL codes as well as frequencies, but what about the rest of the world?

Overall, the 600XLT is the best way to go, for a mobile unit. If you don't see the future need for the OPTIONS, then go for the 580XLT its the same great radio.

A MEMBER

NEWS MEDIA COMMUNICATIONS

This column is for reporting frequency and radio systems information of news media. Send related reports and questions on newspaper, radio, television, magazine, film production companies, etc. to:

Allen G. Henney, MD-069, 6912 Prince Georges Ave, Takoma Park, MD 20912

THIS MONTH WE HAVE THE REST OF THE CONTRIBUTION FROM KEVIN JAMES PARRISH. KEVIN IS STILL INTERESTED IN RECEIVING ANY CONFIRMED FREQUENCIES THAT ARE USED BY ANY A.B.C. AFFILIATE RADIO OR TV STATION. PLEASE HELP HIM OUT IF YOU CAN, HIS ADDRESS IS; POST OFFICE BOX 22216, SAN FRANCISCO, CA. 94122.

SEVERAL NEW YORK CITY AREA MEMBERS HAVE BEEN ASKING FOR THE NEW NEWSPAPER FREQUENCIES. MARK CHINSKY, ONE OF THE MOST RECENT MEMBERS TO MAKE SUCH A REQUEST, ASKS FOR THE NEW NEW YORK DAILY NEWS FREQUENCY. IF I REMEMBER CORRECTLY, THE NEW YORK DAILY NEWS WAS USING 173.375 SOMETIME AGO. FCC MICROFICHE DOES REVEAL SOME INTERESTING LISTINGS; NEW YORK TIMES 471.5875 (WNAM397), NEW YORK NEWS INC 477.8875 (KVB313), TIME INC 453.Ø (WRR689) & 464.525 (WNDS69Ø). ANY HELP WITH THE NEW YORK CITY "PRINT" MEDIA WOULD BE GREATLY APPRECIATED.

UNTIL NEXT MONTH...

Frequency	Width Group	(KHz)	Type	User	Location
455.0100	P	10		KCBS-TV	(W,S,Hollywood)
				KRLR-TV	(Q)
				KWSP-FM	(Santa Margarita)
455.0200	P	10		KHJ-TV	(W)
				KTOT-FM	(AG)
				KYRK-FM	(Q)
				KPBS-FM	(V)
				KWSP-FM	(Cuesta Peak)
				KRXV-FM	(Barstow)
455.0375	N2	25	(Mob)	KUSI-TV	
			(Mob)	KGET-TV	
455.0500	N1	50	(Mob)	KABC-AM	
			(Mob)	KLOS-FM	
			(Spx)	KGIL-AM/FM	(AH)
			(Spx)	KCBX-FM	(AD)
455.0625	N1	25	(Mob)	KUSI-TV	
455.0875	N2	25	(Spx)	KHJ-TV	(W,P,)
			(Spx)	KSON-AM	(San Diego)
455.1125	N2	25	(Mob)	KPBS-TV	
			(Mob)	KIHS-TV	
			(Mob)	KTBN-TV	
			(Mob)	KSCI-TV	
			(Mob)	KBAK-TV	
			(Mob)	KDOC-TV	
455.1375	N2	25	(Mob)	KABC-TV	(A)
455.1500	N1	50	(Mob)	KABC-TV	
455.1625	N2	25	(Mob)	KABC-TV	(A)
455.1875	N2	25	(Mob)	NBC-TV NEWS	(W,Burbank)
455.2125	N2	25	(Mob)	KLZZ-AM/FM	
			(Mob)	KHJ-TV	
455.2375	N2	25	(Spx)	KCBS-TV	(Z,N)
			(Spx)	KSDO-AM/FM	(San Diego)
455.2500	N1	50	(Mob)	KTLA-TV	
			(Mob)	KLAS-TV	
455.2625	N2	25	(Mob)	KFMB Radio	
455.2875	N2	25	(Mob)	KGTV-TV	
			(Mob)	KRLA-AM	
455.3125	N2	25	(Spx)	KCOP-TV	(W)
455.3375	N2	25	(Mob)	KFMB-TV	
455.3500	N1	25	(Mob)	KTLA-TV	
			(Spx)	KMPH-TV	(I)
455.3625	N2	25	(Mob)	KGTV-TV	
455.3875	N2	25	(Mob)	KNBC-TV	
455.4125	N2	25	(Mob)	KABC-TV	(A)
			(Mob)	KFMB-TV	
			(Mob)	KMPH-TV	
455.4375	N2	25	(Mob)	KCST-TV	
455.4500	N1	50	(Spx)	KRTH-AM/FM	(L)
			(Spx)	KUNV-FM	(Q)
455.4625	N2	25	(Mob)	KCST-TV	
			(Mob)	KGET-TV	
455.4875	N2	25	(Mob)	KOCE-TV	
			(Mob)	KTNV-TV	
			(Mob)	KKAM-AM	
			(Mob)	KDES-FM	
			(Mob)	KERO-TV	
455.5125	N2	25	(Spx)	KPZE-AM	(Anaheim)
			(Spx)	KEZY-FM	(Anaheim)
			(Spx)	KCSN-FM	(AH)
			(Spx)	L.A. Network	(Los Angeles)
			(Mob)	KLVX-TV	
455.5375	N2	25	(Mob)	KNBC-TV	
455.5500	N1	50	(Spx)	NBC-TV	
			(Spx)	KXEM-AM	(McFarland)
			(Spx)	KCBX-FM	(AD)
455.5625	N2	25	(Mob)	KNBC-TV	
455.5875	N2	25	(Mob)	KTTV-TV	

Frequency	Width Group	(KHz)	Type	User	Location
455.6125	N2	25	(Mob)	CBS-TV Net	(W)
			(Mob)	KTNV-TV	
455.6500	R	50	(Mob)	KPFK-FM	
			(Mob)	L.A. Network	
			(Spx)	KFWB-AM	(Los Angeles)
			(Spx)	KDIF-AM	(Riverside)
			(Spx)	KCBQ-AM	(San Diego)
			(Spx)	KBBV-KTOT	(AG)
			(Mob)	KPSI-AM/FM	
			(Spx)	KUZZ-AM / KKXX-FM	
			(Spx)	KBLS-AM	(J)
450.6875	N1	25	(Rpt)	KSON-AM/FM	(V)
455.7000	R	50	(Mob)	KNX-AM	
			(Spx)	KNX-AM	(O,K,P,S,Torrance)
455.7125		25	(Mob)	Airwatch Comm. (San Diego)	
455.7500	R	50	(Mob)	KMPC-AM	
			(Spx)	KTYD-FM	(J)
			(Spx)	KBBV-KTOT	(AG)
455.8000	R	50	(Spx)	KGIL-AM/FM	(AH)
			(Spx)	KPBS-FM	(San Diego)
			(Spx)	KTYD-FM	(J)
			(Spx)	KMET-FM	(Los Angeles)
			(Spx)	KUCI-FM	(Irvine)
			(Spx)	KNTF-FM	(Ontario)
			(Spx)	KWAC-AM	(Wasco)
455.8500	R	50	(Mob)	KFWB-AM	
			(Mob)	KKAM-AM	
			(Mob)	KDES-FM	
455.9000	R	50	(Mob)	N.P.R.	
			(Mob)	KCRW-FM	
			(Mob)	KSBR-FM	
			(Mob)	KUSC-FM	
			(Mob)	KCPB-FM	
			(Mob)	KSCA-FM	
455.9250	R	100	(Mob)	KGB-FM	
			(Mob)	KPOP-AM	
			(Mob)	KLYD-AM/FM	
			(Spx)	KAWC-AM	(AA)
			(Spx)	KBBV-AM	(AG
			(Spx)	KTOT-FM	(AG)
			(Rpt)	KLLB-AM	(Lompoc)
			(Rpt)	KRQK-FM	(Lompoc)
455.9500	R	50	(Mob)	KTTV-TV	
			(Spx)	Metro Traffic Control (Hollywood)	
455.9800	P	10		KABC-TV	
				KECY-TV	(AA)
				KDWN-AM	(Q)
455.9900	P	10		KGUD-AM	(Banning)
				KNBC-TV	

9/03/86

RCMA has a Telephone Number

The new RCMA telephone number is (714)545-9551. It's 'manned' by an answering machine, and while it's been established for RCMA members, its use is limited. You may leave a message concerning delivery or renewal problems; you cannot use it to request club information or order back issues. Appropriate response will be made by letter or postcard, not by telephone. Any call regarding a membership problem MUST be accompanied by your membership number.

Please remember that it is a toll call, so be sure before you dial that a written communication won't do just as well.

PUBLIC SAFETY

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for poilice, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may no be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak	10-19	(In) contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call ( ) by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (Meet)
10-8	In service	10-26	Estimated time of arrival
10-9	Say again	10-27	License/Permit Information
10-10	Negative	10-28	Ownership Information
10-11	( ) on duty	10-29	Records check
10-12	Stand by (stop)	10-30	Danger/Caution
10-13	Existing conditions	10-31	Pick up
10-14	Message/Information	10-32	( ) units needed (Specify)
10-15	Message delivered	10-33	Help me quick
10-16	Reply to message	10-34	Time
10-17	Enroute	10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward.	
10-18	Urgent		

PUBLIC SAFETY—GREAT LAKES

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows—Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

David Wilcox, 1711 Excalibur Drive, Janesville, WI 53545

Welcome to the February column for Public Safety Great Lakes. Still looking for a replacement as editor, if interested drop Capt. Bill a note. Now on to business from Northwest Illinois we have a report from **MWS (IA-11)**

RI-COMM has been dissolved by Rock Island County and the city of Rock Island. All this really means is the dispatchers for the county and small villages are now in a room in the new County Jail Facility. Port Byron PD has rejoined the county dispatch, the last four years they were on the Le Claire PD radio System.

Daily-Gibson Ambulance (Pt. Byron) will be going out of business on Dec. 31 1987. The increasing insurance costs is the factor in this decision by the owner. Northern Rock Island County has been studying their options, but as of October 1 no decision has been made.

Fire protection districts in Whiteside County have been installing 154.355 as a second operations channel. When all districts are so equipped the normal operations will be on 154.355.

Geneseo PD has joined Quad-City net on 155.370. This is a group of Police Departments in the Quad-Cities area that uses a type of all points bulletin broadcast for stolen autos or crime alerts that are of immediate nature.

Rock Island FD is now supplying Paramedic Ambulance service to City of Rock Island, Milan, and Black Hawk township. A ambulance is based at Central station for North, and at Station Four for South. Dispatch

is on 154.340 and ambulance to Hospital on 155.340. 1J41, 1J42, and 1J43 are the merci designators. The third ambulance is kept as a reserve.

City of Moline has signed a mutual aid pact with the city of Rock Island and Illini Hospital (Silvis). To Supply emergency medical service when Moline's are busy. RIFD has west of Interstate 74 while Illini has east of 74.

East Moline PD squad radios now have the EMFD channel of 154.010.

Quad-City Airport security is now on 453.925 simplex. They moved from 155.055 (IREACH) which is being used more in this area.

(William IL-007)

Rock Island County Highway is now on 453.975 R. Moving from 154.980 which is now just Civil Defense, Ambulance to county, and Sheriff mobiles, and other County agencies.

City of Fulton Police has Clinton County (Iowa) repeater channel of 154.965 for coordination with the Clinton Law Center.

Albany FPD ambulance 1G21 also has Clinton County (Iowa) 154.965R.

Henry County Sheriff has a new unit numbering system. Sheriff units are still HE##. Partial listing is Colona PD 221 to 227, Cambridge 200 to 206. Orion 280 to 288, Green Rock 260 to 262, and possibly Atkinson is 190 to 193.

Partial Listing of Carroll County village police units. 602-Mt. Carroll, 604-Mt. Carroll, 605-Milledgeville, 607-Mt. Carroll, 609-Lanark, 611-Thompson, 614-Mt. Carroll. They all use the county radio system of 155.670R.

Thanks **MWS** for the info. All so from Illinois we have this from **Denny, RCMA Federal Editor**

Westmont Police Department (in DuPage County) has new eight channel radios.

F1	155.145	PD "Tac-1" (KRX374)
F2	155.475	ISPERN
F3	154.725	PD dispatch (KBJ838)
F4	154.250	FD dispatch (KSH468)
F5	154.265	FD "NIFERN" mutual aid
F6	155.025	E.S.D.A. "01-99" units (KJC800)
F7	155.055	IREACH
F8	162.550	National Weather service Chicago

They didn't know what to have programmed into channel eight, so someone got the idea of National Weather Service being vital. No, they aren't doing anything like low-power tactical under the NWS cover!.

River Forest (in Cook County western suburbs) has a new amplitude compandered sideband (ACSB) dispatch system up and running on 151.4025. Yes, I realize it's an Unusual frequency for a police Department. But it's absolutely 100% accurate.

Thanks Denny now on to Michigan. From **Steve (MI-183)** we get a list that steve receives on his Realistic PRO 2021 scanner in the Western Metro Detroit area.

155.370	High Band Point to Point (Inter city channel)
155.790	Livonia PD F1
155.625	Livonia PD F2
154.845	Farmington PD
155.415	Farmington Hills PD F1
154.055	Farmington/Farmington Hills F2
155.130	Plymouth PD/ Northville PD/ Northville twp PD
156.000	Redford Twp. PD/ Dearborn Heights PD
154.815	Westland PD/ Garden City PD/ Wayne PD/Inkster PD
155.250	Canton Township PD/ Romulus PD
156.150	Used as a second car to car freq. by area depts.
155.865	Used Primarily as an inter-Dept Emergency Channel
155.730	Oakland county Sheriff F1
158.850	Dearborn PD F1
155.685	Southfield PD F1
460.375	Novi PD Dispatch
155.550	Ann Arbor PD F1
154.875	Ann Arbor PD F2
158.775	Beverly Hills PD/ Oak Park PD/Huntington Woods PD
155.010	Ferndale PD/ Madison Heights PD/ Royal Oak PD

155.655	Birmingham PD/ Bloomfield PD
155.700	Wayne County Road Patrol F1 (Dispatch)
155.925	Wayne County Sheriff F2 (Licence & reg. Info)
158.970	Wayne Co. Sheriff F6 Car to Car
155.580	Wayne Co. Sheriff F4 Airport units
155.535	Wayne Co. Sheriff F5 Road Patrol Car to Car
154.785	Wayne Co. Sheriff Command car to Car
155.670	Taylor PD
155.490	Lincoln Park PD/ Wyandotte PD/ Park PD
155.190	Pontiac PD F1
460.325	Warren PD

DETROIT POLICE FREQUENCIES

453.350	Ch 1	Precincts 1,2,3,4
453.750	Ch 2	Precincts 6,10
453.300	Ch 3	Precincts 7,9,13
453.800	Ch 4	Precincts 11,12
453.550	Ch 5	Special Events
453.250	Ch 6	Precincts 14,16
453.700	Ch 7	Precincts 5,8,15
453.325	Ch 8	H Q Unit
453.875	Ch 11	Tactical Squad
453.925	Ch 12	Command
453.975	Ch 13	Detectives

MICHIGAN STATE POLICE

42.020	Detroit Freeway Post #29
42.480	F4 Tactical
42.580	Brighton Post #12/ Flat Rock Post #25
42.680	Northville Post #21
42.860	Ypsilanti Post #26
42.940	Pontiac Post #55

FIRE CHANNELS

154.205	Livonia Fire
154.370	Various Wayne Co. Fire Departments
154.430	Various Oakland County Fire Departments
154.295	Inter Dept. Emergency Channel
154.160	Dearborn Fire
153.830	Dearborn Heights Fire
460.600	Southfield Fire
154.310	Detroit Fire F1 Dispatch
154.400	Detroit Fire F4 portables
155.160	Detroit EMS

Thanks **Steve** it's nice to hear from Michigan, now on to Wisconsin
From **Randy WI-059** we get several different pieces of info.

PIERCE Co. WI.

Will be installing a new radio system for the Sheriff, PD's and Fire Departments in the County. At the cost of $796,000.00 the new Motorola system will consist of two new dispatch Consoles; 24 mobiles; auto recording; DVP capability; And 5 new towers

The Towers are planned for:
River Falls
Ellsworth
Maiden Rock
Elmwood
Prescott

DOUGLAS Co. WI.

Has a new tower network for the Sheriff Department on 158.730. There are now three different Repeater sites linked back to Superior via 400 Mhz links.

IOWA Co. WI.

Iowa County has a new Fire repeater with three different tower sites. The output Freq. is 154.385 with an input of 156.015
The towers are located in:
Dodgeville
Mineral Point
Spring Green

MILWAUKEE City WI.

The Milwaukee fire departments Hazardous-Material response unit is using 4 channel radios for there portables.

Ch 1 154.130 Repeater
Ch 2 154 130 Simplex
Ch 3 153.830 Fireground
Ch 4 Is the big Question Randy was unable to find it out. If any Milwaukee area members ever hear the HAZ-MAT unit out it's the Freq. they use at Hazardous situations.

WISCONSIN State Patrol

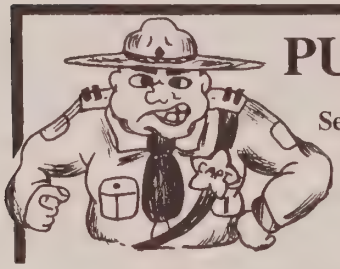
The State Patrol Has Two new Tower Sites:

West Bend	For Dist 3
Union Grove	For Dist 2

Thanks Randy

That's it for this month.

Dave



PUBLIC SAFETY—SOUTH EAST

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows—Florida, Georgia, N. Carolina, S. Carolina, W. Virginia and Virginia:

Jorge L. Rodriguez, 1129 Castile, Coral Gables, FL 33134

Welcome to the Southeast Public Safety Column for February.

This month features our first column by our Associate Editor **John McColman** for the State of Virginia. Those of you with information for Virginia can send your frequencies and information directly to John at **32 Whitaker Ave. Hampton, VA 23664.** Anyone interested in being an Associate Editor for a state check out the **Captain's Desk** or contact Bill Mauldin, General Editor.

Requests for Information

Many of you write throughout the year with requests for frequencies for areas covered by Southeast Public Safety. The following guidelines should prove helpful in making such requests:

1. Keep in mind that our primary database for this column is composed of Public Safety frequencies. Requests for Hotel and Amusement Park frequencies should generally be addressed to the Business, etc. column editor.

2. When possible we will try to answer all questions submitted if we have the information available.

3. Remember to include a self addressed stamped envelope (SASE) with your request as this will insure a reply and facilitate our answering your question(s).

4. DO NOT SEND MONEY! Recently some of you have sent money along with your requests for information. This is not necessary. If a request for information can be filled but requires extensive photocopying I will contact you to arrange for the cost of photocopying and postage. Normally I can absorb the cost of copying a few pages for members making requests and all that is needed is a SASE.

Tropical Hamboree

The 28th Annual TROPICAL HAMBOREE will take place on February 6 and 7, 1988 at the Dade County Youth Fair Grounds (Tamiami Park, 10901 S.W. 24 Street (Coral Way), Miami Florida). Hamborees such as this provide a great opportunity to pick up all

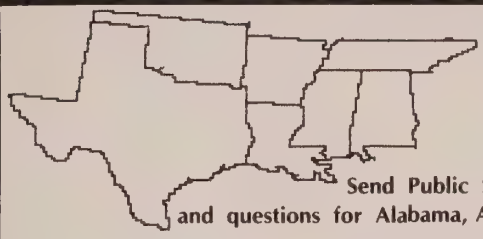
types of scanners and monitoring equipment for sale in the swap area. You can also get rid of those unused pieces of equipment that have been gathering dust.

Registration is $5.00 in advance and $6.00 at the door. For more information contact the Dade Radio Club P.O. Box 350045 Miami, FL 33135 or for exhibit booth information contact Evelyn D. Gauzens, W4WYR Chairman, 2780 N.W. 3rd St. Miami, FL 33125 (305) 642-4139.

From John McColman, Associate Editor:

		463.0000	PS	'med 1'
		463.0250	PS	'med 2'
		463.0500	PS	'med 3'
	Mary Immaculate Hosp	463.0750	PS	'med 4'
		463.1000	PS	'med 5'
	Hampton General Hosp	463.1250	PS	'med 6'
	Williamsburg Comm Ho	463.1500	PS	'med 7'
	Riverside Hospital	463.1750	PS	'med 8'
Cape Charles	Ches Bay Bridge/Tunn	45.6800	PH	KCU247
Cape Charles	Ches Bay Bridge/Tun	45.8400	PH	KCU247
Cheatham Annex	Va Dept of Agricultu	158.8200	PL	KVT867
Chesapeake	City Traffic Enginee	151.0250	PH	
Chesapeake	City Fire Dept	154.4150	PF	KLU412
Chesapeake	City Schools	155.1000	PL	KCV400
Chesapeake	City Police Dept	155.1300	PP	KCV401
Chesapeake	City Police Dept	155.7300	PP	KCV401
Chesapeake	City Public Works	155.8350	PL	KJD221
Chesapeake	VA State Police	159.1350	PP	KIC410
Chesapeake	VA State Police	159.1650	PP	KIC410
Chesapeake	City Sheriff	460.2250	PP	KCX587
Deep Creek	Va Game Commission	159.4350	PO	
Gloucester	County Sheriff	39.6400	PP	KFG435
Grafton	York Co Public Works	155.8950	PL	WSL520
Hampton	State Highway Admin	33.0600	PH	KAN873
Hampton	City Traffic Dept	37.1000	PL	KRE505
Hampton	City Public Works	37.9400	PL	KIJ784
Hampton	City Fire Dept	46.0600	PF	KIH664
Hampton	City Fire Dept	46.1000	PF	KIH664
Hampton	State Highway Admin	47.2200	PH	KII401
Hampton	State Highway Admin	47.3000	PH	KII401
Hampton	State Highway Admin	47.3400	PH	KII401
Hampton	Marine Resources Com	151.2800	PO	KFN495
Hampton	City Sheriff	155.5500	PP	KIC706
Hampton	City Police Dept	453.0500	PP	KRA551
Hampton	Zoning Dept	453.3000	PL	KSQ960
Hampton	City Schools	453.5000	PL	KFT558
Hampton	City Police Dept	453.7500	PP	KRA551
Hampton	PENTRAN	453.7750	PL	KGI719
Hampton	PENTRAN	453.8250	PL	KGI719
Hampton	Bridge/Tunnel	453.8500	PH	KZI295
Hampton	City Police	453.9000	PP	KRA551
Isle of Wight	County Public Works	154.9950	PL	WCR264
Isle of Wight	County Public Works	158.7450	PL	KDR470
Isle of Wight	County Sheriff	159.2100	PP	KWM819
James City Co	County Public Works	37.1800	PL	KNIY605
James City Co	County Sheriff	39.9000	PP	KJU233
James City Co	Mutual Aid w York Co	154.0100	PF	
James City Co	County Fire Dept	154.3550	PF	WXR256
James City Co	County Police	453.1000	PP	KST201
Lancaster	County Sheriff	39.4400	PP	KVD499
Mathews	County Sheriff	39.5800	PP	KXU331
Melfa	VA State Police	159.0000	PP	KIC825
Newport News	City Public Works	33.1000	PL	KCQ250
Newport News	Chr. Newport College	154.0400	PL	KWI700
Newport News	City Fire Dept	154.1300	PF	KII413
Newport News	Airport Police/Fire	155.8050	PP	KGY263
Newport News	City Parks	155.9250	PL	KRA496
Newport News	Radio Shop	158.8350	PL	KOM328
Newport News	City Sheriff	159.0900	PP	KIC421
Newport News	NN Redev & Housing	453.4500	PL	KUN488

Newport News	City Sanitation	453.5500	PL	KYD984
Newport News	City Police Dept	453.6000	PP	KWV749
Newport News	City Police	453.6500	PP	KVN699
Newport News	City Schools	453.7000	PL	KUZ734
Newport News	Va Port Auth	453.8750	PP	KTH641
Norfolk	State Bridges/Tunnel	154.0250	PH	KFY442
Norfolk	unknown	154.0850	PL	KGK593
Norfolk	City Schools	154.1150	PL	KDG724
Norfolk	City Fire Dept	154.1900	PF	KIC548
Norfolk	City Fire Dept	154.2350	PF	KIC548
Norfolk	Airport Fire	154.2950	PF	KIC548
Norfolk	Dog Warden	155.0400	PL	KCI568
Norfolk	City Police	155.3100	PP	KIC469
Norfolk	City Police	155.6400	PP	KIC469
Norfolk	City Police	155.7900	PP	KIC469
Norfolk	City Police	156.2100	PP	KIC469
Norfolk	Norfolk General Hosp	163.2500	PS	
Norfolk	Norfolk State Univer	453.2250	PP	KQP604
Norfolk	Tdwtr Regional Trans	453.3750	PL	KNHN590
Norfolk	Tdwtr Regional Trans	453.5250	PL	KNHN590
Norfolk	City Redev & Housing	453.6750	PL	
Norfolk	Public Works	453.9250	PL	KNAJ278
Norfolk	Waterside	460.2750	PP	WRB582
Norfolk	Eastern Va Med Cntr	460.3250	PP	KNBH885
Poquoson	City Fire Dept	154.3400	PF	WRZ243
Poquoson	City Police	453.2000	PP	KIK263
Portsmouth	City Fire Dept	154.4450	PF	KFD500
Portsmouth	School Buses	155.7150	PL	KYN535
Portsmouth	City Public Works	158.7600	PL	KIQ739
Portsmouth	City Police Dept	460.0250	PP	KBQ273
Portsmouth	City Police Dept	460.1000	PP	KBQ273
Portsmouth	City Police	460.3000	PP	KBQ273
Statewide	SIRS	39.5000	PP	
Statewide	SIRS	39.5400	PP	
Statewide	Va Game Commission	151.4300	PO	
Statewide	Va State Police	154.6650	PP	KA5367
Statewide	Va State Police	154.6950	PP	KA5367
Suffolk	Comm of Virginia	39.1200	PP	WNFU432
Suffolk	State Highway Admin	47.2800	PH	KII401
Suffolk	City Fire Dept	154.3850	PF	KFT231
Suffolk	City Police	155.1900	PP	KXB580
Suffolk	City Public Works	155.9550	PL	KTH489
Suffolk	Va Div of Forestry	170.4750	PO	KNGU562
Suffolk	Va Div of Forestry	171.4250	PO	KNGU562
Suffolk	Va Div of Forestry	172.2750	PO	KNGU562
Surry	County Sheriff	39.7200	PP	KUY633
Tidewater	HEARS	155.3400	PS	
Tidewater	HEARS	155.4000	PS	
Tidewater	TECAP	453.8000	PP	
Virginia Beach	Seashore State Park	151.2350	PO	WZM775
Virginia Beach	Seashore State Park	151.4000	PO	WZM775
Virginia Beach	City Rescue	154.3700	PF	KOM284
Virginia Beach	City Public Works	154.9800	PL	KBZ430
Virginia Beach	City Public Works	155.1450	PL	KWX733
Virginia Beach	City Rescue	155.1750	PS	KUR471
Virginia Beach		155.7000	PP	KIC392
Virginia Beach	City Police	158.7900	PP	KIC392
Virginia Beach	City Police	158.8500	PP	KIC392
Virginia Beach	City Schools	453.7250	PL	KTG516
Virginia Beach	City Fire Dept	460.5250	PF	KBF474
Virginia Beach	City Fire Dept	460.5750	PF	KBF479
Williamsburg	City Fire Dept	154.1450	PF	KIH348
Williamsburg	Eastern State Hospit	155.3700	PP	KIK351
Williamsburg	City Public Works	453.4250	PL	KCQ266
Williamsburg	City Police Dept	460.0500	PP	KLL679
Williamsburg	Coll of William & Ma	460.4250	PP	KNAP246
York	County Fire Dept	154.4000	PF	KXM612
Yorktown	York Co Public Works	39.1800	PL	KDD821
Yorktown	York Co Public Works	153.7850	PL	WSL520
Yorktown	York Co Public Works	155.8950	PL	WSL520
Yorktown	County Sheriff	453.1500	PP	KST203



PUBLIC SAFETY - SOUTH CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas to

Ed Lentz, 609 Yorkshire, Pasadena, TX 77503-1450

GEnie - ELENTZ DELPHI - THISARSE COMPUSERVE - 72645,172

Hello again. This month hopefully there will be enough to fill the column for a change. It's been slow folks and things need to pick up.
Still no word on the "new" radio system in San Antonio that we heard about last month. Also received a news column concerning the lack of communications between Law Enforcement officers in the Birmingham area. Wish I could include the article in the newsletter for it is very interesting reading. Have to thank Andrew (AL-025) for that.

Mr Curtis Harbin has volunteered to help with the eastern end of our coverage. Since he works for Tri-Cities Communications in Johnson City Tennessee he should be able to shed some light on the frequencies in that area. His address is:

Mr. Curtis Harbin
P.O. Box 5576 E.K.S.
Johnson City, Tenn.
37603

This month we will start out with Tennessee frequencies from the Johnson City area.

154.770	Johnson City Police (Detectives & Tennessee Bureau of Investigation)
155.760	Johnson City Police F3 (Radar Freq, Car to Car)
155.655	Putnam County Sheriff
154.355	Sullivan County Volunteer Fire Department
154.400	Tennessee and Virginia Fire (Bristol Area)
462.975	Bristol Lifesaving Crew
462.950	Bristol Lifesaving Crew
45.360	Civil Defense
45.860	Civil Defense
154.755	Mutual Aid & Civil Defense
154.145	Unicoi County Volunteer Fire Department
155.025	Tennessee Emergency Management Agency
158.730	Tennessee Highway Patrol & Tennessee Bureau of Investigation
159.090	Tennessee Bureau of Investigation
155.430	Tennessee Bureau of Investigation
154.130	Avoca Volunteer Fire Department
155.805	Bakersville Volunteer Fire Department
154.325	Bluff City Volunteer Fire Department
154.025	Mountain City Fire Department
152.480	Cedar Creek Volunteer Fire Department
154.415	Church Hill Fire Department
151.070	Elizabethton Fire Department
154.370	Greeneville Fire Department
154.445	Shady Valley Volunteer Fire Department
154.445	Johnson County Volunteer Fire Department Association
155.055	Jonesboro Fire Department
154.415	Lakeview Volunteer Fire Department
154.175	Limeston Fire Department
152.480	Mc Donald Volunteer Fire Department
154.400	Mosheim Volunteer Fire Department
152.480	Newmansville Volunteer Fire Department
154.205	Nolichucky Volunteer Fire Department
152.480	Orebank Volunteer Fire Department
154.415	Persia Volunteer Fire Department
154.415	Rogersville Fire Department
152.480	South Greene Volunteer Fire Department
152.480	St. James Volunteer Fire Department

154.445	Stoney Creek Volunteer Fire Department
154.415	Striggersville Volunteer Fire Department
154.160	Watauga Volunteer Fire Department
154.250	Johnson City Fire Department
154.235	Kingsport Fire Department
155.400	Bristol Fire Department
45.320	Hickory Tree Volunteer Fire Department/Rescue

Now to break somewhat from the traditional way of doing the newsletter I am going to enclose a letter from John (TX-212) to all Texas members.

Dear Ed, and fellow Texas Members;

Enclosed is a current Ten-Code list for Police and Fire units here in White Settlement, Texas, also, I have added to it the following info:

White Settlement Volunteer Fire Department Unit call signs for our F.D. Officers, and vehicles, and the P.D. dispatch frequency and the White Settlement Volunteer Fire Department, and Tarrant County Fire Frequency.

For those of you who don't know where White Settlement is - we are located on the west side of Fort Worth and we're the home town of General Dynamics, maker of the F-16 Falcon Fighter.

Frequencies

154.115	Police Dispatch
46.060	Tarrant County
46.480	White Settlement Volunteer Fire Department

White Settlement Volunteer Fire Department Units

1	Quint
2	Pump
3	Tank
4	Tank
8	Rescue
1800	Fire Chief
1818	Ambulance
1820	Lts.
1826	Lts,
1830	Lts,
1835	Captain
1836	Captain

Current Police 10 codes and Signals

10-1	Receiving Poorly
10-2	Receiving Well
10-3	Stop Sending
10-4	Acknowledged
10-5	Relay message
10-6	Busy/Time Out
10-7	Out of Service
10-8	In Service
10-9	Repeat
10-11	Temp out of Service
10-12	Official/Visitor Present
10-13	Weather Report
10-14	Convoy/Escort
10-15	Prisoner
10-19	Return to Station
10-20	Your Location
10-21	Call Station by phone
10-22	Cancel
10-26	Criminal History
10-27	DL Check
10-28	Veh Registration
10-29	Check for Wanted
10-30	Does not Confirm
10-33	Emergency
10-35	Confidential Info
10-36	Time
10-37	Operator on Duty
10-41	Beginning Tour of Duty
10-42	Ending Tour of Duty
10-44	Station has Traffic
10-50	No Traffic
10-54	DL Info
10-69	Thank You
10-70	Your Welcome
10-73	Hit & Run
10-76	Accident
10-78	Drunk Driver
10-97	On Scene/Arrived
10-98	Finished Assignment/Clear

SIGNALS

1	Accident-Minor
2	Accident-Major
3	Accident H & R
4	Assault
5	Assault (Crim.)
6	Aband. Bicycle
7	Drowning
8	Burglary Alarm
9	Burg. in Bldg.
10	Burg. Invest.
11	Cutting
12	Deceased Pers.
13	Demented Pers.

14	Disturbance
15	Distrub (Dom)
16	Dog-Bite Victim
17	Dog Mad
18	Aircraft Crash
19	Drunk
20	Drunk Down
21	Drunk in Car
22	Disaster
23	Fight
24	Fight (Gang)
25	Fire Call
26	Hospital Report
27	INJURED PERSON
28	Meet Ambulance
29	Meet Complain.
30	Parked Car
31	Traffic Hazard
32	Person w/Gun
33	Prisoner PU
34	Prowler
35	Prowler in yard
36	Robbery
37	Shooting
38	Susp. person
39	Susp. person in car
40	Theft invest.
41	Abandoned veh.
42	Abandoned prop.
43	Coffee Break
44	Court
45	Disregard Call
46	Eat
47	Escort
48	Flat tire
49	Garage
50	Information
51	Investigation
52	Loose Stock
53	Vandalism
54	Meet
55	Missing Person
56	Open Door
57	Open Window
58	Radio Shop
59	Report to HQ
60	Stolen Veh
61	Assist
62	Others
64	Runaway
65	Deliver msg.
66	Traffic Stop
67	City Ord.
70	Other side of town
80	In pursuit
81	Bomb Threat
99	Restrooms

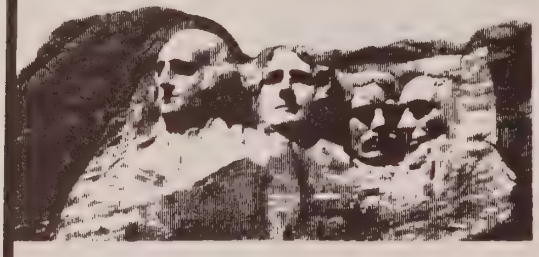
HAZARD CODES

01	Co-operative
02	Uncooperative
03	Argumentative
04	Refused information
05	Verbally Abusive
06	Belligerant
07	Threatened
08	Physically Agressive
09	Assault of Officer-Hands
10	Assault of Officer-Weapon

RCMA DATABASE
by STATE

COUNTY OF...	CITY OF.....	AGENCY / COMPANY.....	USED FOR / BY.....	CH..	RPT OUT	RPT INPUT	CALL SIGN
** STATE OF: TX							
DALLAS	DALLAS	FIRE DEPARTMENT	DISPATCH		460.5750	465.5750	KKN377
DALLAS	DALLAS	FIRE DEPARTMENT	SECONDARY	1	154.4150	0.0000	KKN377
DALLAS	DALLAS	FIRE DEPARTMENT	EMS	2	154.1300	0.0000	KKN377
DALLAS	DALLAS	FIRE DEPARTMENT	PRIMARY	3	153.8900	154.2200	KKN377
DALLAS	DALLAS	FIRE DEPARTMENT	FIREGROUND & PAGING	4	154.1600	0.0000	KKN377
DALLAS	DALLAS	PARKS & WILDLIFE	REPEATER INPUT		151.2650	0.0000	KUW85
DALLAS	DALLAS	PARKS & WILDLIFE	CAR TO CAR - BASE TO CAR	2	151.4150	0.0000	KUA777
DALLAS	DALLAS	PARKS & WILDLIFE	SIMPLEX	5	151.3550	0.0000	KUA777
DALLAS	DALLAS	POLICE DEPARTMENT	CENTRAL	1	460.3250	465.3250	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	NE SECTOR	2	460.3750	465.3750	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	SE SECTOR	3	460.5000	465.5000	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	SW SECTOR	4	460.4250	465.4250	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	NW SECTOR	5	460.0750	465.0750	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	TRAFFIC	6	460.1750	465.1750	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	A & I CHANNEL	7	460.2750	465.2750	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	TACTICAL	8	460.1250	465.1250	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	SPECIAL EVENTS	9	460.0250	465.0250	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	CAR TO CAR	10	460.2250	460.2250	KKB364
DALLAS	DALLAS	POLICE DEPARTMENT	CID	11	460.4750	465.4750	KKB364
DALLAS	GRAND PRAIRIE	FIRE DEPARTMENT	DISPATCH	1	482.9125	485.9125	KNS503
DALLAS	GRAND PRAIRIE	FIRE DEPARTMENT	FIREGROUND	2	482.9625	485.9625	KNS502
DALLAS/TARRA	DFW AIRPORT	FIRE DEPARTMENT	CRASH FIRE RESCUE	1	453.0500	0.0000	WNCQ316
DALLAS/TARRA	DFW AIRPORT	FIRE DEPARTMENT	CRASH FIRE RESCUE	2	458.0500	0.0000	WNCQ316
DALLAS/TARRA	DFW AIRPORT	PUBLIC SAFETY	POLICE DEPARTMENT	1	460.3500	465.3500	
DALLAS/TARRA	DFW AIRPORT	PUBLIC SAFETY	POLICE DEPARTMENT	2	460.4500	465.4500	
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		856.4875	811.4875	WNDW499
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		856.7125	811.7125	WNDW499
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		857.4875	812.4875	WNDW499

TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		857.7125	812.7125	WNDW499
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		858.4875	813.4875	WNDW499
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		858.7125	813.7125	WNDW499
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		859.4875	814.4875	WNDW499
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		859.7125	814.7125	WNDW499
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		860.4875	815.4875	WNDW499
TARRANT	ARLINGTON	CITY DISPATCH	ALL CITY DEPARTMENTS		860.7125	815.7125	WNDW499
TARRANT	ARLINGTON	UNIVERSITY OF TEXAS	CAMPUS POLICE DEPARTMENT		155.7000	0.0000	KGJ707
TARRANT	ARLINGTON	UNIVERSITY OF TEXAS	CAMPUS POLICE DEPARTMENT		460.2250	0.0000	
TARRANT	FORT WORTH	FIRE DEPARTMENT	DISPATCH	1	856.4375	811.4375	KNGD801
TARRANT	FORT WORTH	FIRE DEPARTMENT		2	857.4375	812.4375	KNGD801
TARRANT	FORT WORTH	FIRE DEPARTMENT		3	858.4375	813.4375	KNGD801
TARRANT	FORT WORTH	FIRE DEPARTMENT		4	859.4375	814.4375	WNGD801
TARRANT	FORT WORTH	FIRE DEPARTMENT		5	860.4375	815.4375	WNGD801
TARRANT	FORT WORTH	POLICE DEPARTMENT		1	460.0500	465.0500	KUQ868
TARRANT	FORT WORTH	POLICE DEPARTMENT		2	460.1000	465.1000	KUQ868
TARRANT	FORT WORTH	POLICE DEPARTMENT		3	460.1500	465.1500	KUQ868
TARRANT	FORT WORTH	POLICE DEPARTMENT		4	460.2000	465.2000	KUQ868
TARRANT	FORT WORTH	POLICE DEPARTMENT		5	460.2500	465.2500	KUQ868
TARRANT	FORT WORTH	POLICE DEPARTMENT		6	460.3000	465.3000	KUQ868
TARRANT	GRAPEVINE	PARKS & WILDLIFE	REPEATER OUTPUT		159.2700	0.0000	KKQ347
TARRANT	HALTOM CITY	PARKS & WILDLIFE	REPEATER INPUT		151.2650	0.0000	KGR293
TARRANT	HALTOM CITY	PARKS & WILDLIFE	REPEATER INPUT		151.2650	0.0000	KHQ64
TARRANT	HALTOM CITY	PARKS & WILDLIFE	CAR TO CAR - BASE TO CAR	2	151.4150	0.0000	KGR293
TARRANT	HALTOM CITY	PARKS & WILDLIFE	SIMPLEX	5	151.3550	0.0000	KGR293



PUBLIC SAFETY NORTH CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows—Iowa, Kansas, Minnesota, Missouri, Nebraska, North and South Dakota:

Michael W. Scheel, 25265 35th Ave, Walcott IA 52773

Welcome to the North Central column for February. I don't have the Kansas counties' road maint. channel list ready yet, so it will be in next month's column.

IOWA >>>>>

The State Department of Public Safety Radio system gives a road conditions report at least three times a day during the period of November 15th to March 15th. The times are 1500, 2100, and 0800. The times may vary due to. (MWS IA-011)

Listener's Profile: Cedar Rapids and Vicinity. (Steve IA-056)

460.175 F1 CRPD
460.250 F2 CRPD, tactical use
460.300 F3 CRPD, vehicle info
460.400 F4 CRPD, secondary tac
-deleted-
155.145 Linn Co. Sheriff dispatch
155.625 F2 Linn Co., tactical
155.610 Linn Co., Information
155.910 Linn Co. Info mobile ch.
155.190 Linn Co. Jail operations
154.430 Linn Co. fire depts.
154.325 CRFD
154.160 Marion FD
460.475 Marion PD
460.500 F2 Marion PD
155.115 CR Airport Security

122.700 MacBride Aviation
118.7 CR Tower
119.7 CR Approach
121.6 CR Ground
155.655 Iowa Highway Patrol Dispatch
155.685 IHP LEA
155.505 IHP aircraft,speed patrol
155.445 IHP, aircraft secondary
155.430 IHP car to car
155.475 Mutual Aid
162.475 NWS
39.180 Civil Defense
39.500 Animal Shelter
453.600 CR City Buses
155.220 Area Ambulance
155.340 Area Ambulance

KANSAS > > > > >

Listeners' Profile: Salina & Saline County. (?)

460.025	Salina PD Ch.1	166.250	99KG remote
460.175	Salina PD Ch.3 (little used)		
460.575	Salina FD	461.125	Security Co.
147.045	Hams-Weather watch	162.400	NWS
119.300	Salina Tower	41.700	KS ANG
462.950	MED Ch.9 Salina Co. Amb	39.460	KS Intersystem
	St. Johns Hos.	154.740	Dickinson Co. SO
	Asbury Hos.	160.740	Union Pacific RR
155.160	Dist.#305 Buses	151.070	City of Salina (unk use)
453.475	Airport Authority maint.	39.580	Salina PD low band
461.400	Cable TV service	155.040	Salina road crews
37.560	Kansas Power & Light	123.200	Beech Aircraft
37.580	K P&L	161.560	RR
37.620	K P&L	170.150	KSAL/KYEZ remote
44.94	KS Highway Patrol-Dispatch	159.075	Salina Animal Shelter
45.180	KHP mobile	257.700	Salina Approach (FAA)
45.140	KHP aircraft	363.200	Salina Departure (FAA)
451.325	BELL TELCO-service	122.950	Salina unicom

All emergency Police-Fire-SD calls are dispatched by the comm. center

900-Comm. Center	915-Shift Lt.	EMS-1 Ambulance
901-through	950's-Detectives	EMS-2 "
906 Beat units	980's-Sheriff units	EMS-3 "
Rescue-1 & 2 Rescue trucks		

MINNESOTA > > > > >

Here is some information that I didn't get together in time for the december column. From M.R.H.

47.300 KVN622 DOT Traffic Management Center (TMC) Minneapolis
KVN622 DOT Electrical Services Unit (ESU) Minneapolis
KVN622 DOT Traffic Mangement Center (TMC) Roseville
KVN622 DOT Electrical Services Unit (ESU) Roseville

151.010	(156.120)	DOT Construction	"	Golden Valley	
153.755	(158.925)	"	"	Burnsville	KCS304
		"	"	Eagan	KCS304
		"	"	St. Paul	KCS304
		"	"	"	KGV277
		"	"	Oakdale	KTE563
153.815	153.815	"	"	St. Paul	KGV277
		"	"	Maplewood	KJO959
		"	"	Oakdale	KTE563
	153.755	"	"	mobiles	KJ2422
	153.815	"	"	mobiles	KJ2422

MISSOURI > > > > >

GREETINGS from your new Missouri editor, Mike Redman (MO-002). It has been some time since I have written a regular column for the Newsletter, and those of you who have been around for awhile will recall that I formerly edited the Photo Column, Public Safety Central column, and served for a time as Association President, until all of this just got to be too much. Editing the Missouri portion of the column will be manageable, however, and I am pleased to again serving the R.C.M.A. in this capacity. I reside in High Ridge Missouri, which is just Southwest of St. Louis, at an elevation of 858', with my wife and 3 children and numerous monitors. I am employed by the St. Louis County Police Department as Communications Coordinator and am a self-employed radio system consultant. I hold a business band license, G.M.R.S. license, and amateur radio license (Technician) as KAØYXU. I am a member of A.P.C.O., Private Radio Steering Group, National Weather Association, and St. Louis Disaster Resource Council, and provide volunteer training and support to the Bi-State Chapter, American Red Cross. I have a variety of monitoring apparatus, including a Regency K-500, Bearcat 300, 6 crystal scanners, a Bearcat 100, and a wide collection of commercial Motorola and General Electric equipment.

I invite you Missourians to send me your information, questions, and comments so that I can submit something truly worthwhile each month. I'll start this column with some basic information and throw out some material for you to think about.

The Missouri State Patrol is slowly abandoning its huge inventory of four channel mobiles for 8 or 16 channel units. The 8 channel plan was printed a year or two back, and we have heard of a 16 channel plan. Apparently, no big changes are planned until all of the four channel units are replaced. Look for activity, though, on 42.020 and 42.380 (for other than troop to troop). On high band, try listening to 154.920. All troops are licensed on 154.920, but I have yet to hear anything. Try the link frequencies that retransmit the remote low band receivers back to troop headquarters, typically, 456.475, 456.275, 456.175, 456.575, 456.525, & 456.200. The State Patrol has a tactical response team called "CERT" or "SERT", and I guess that stands for State Emergency Response Team. These fellows use Motorola portables, apparently high band...anyone know the frequencies they use - or do they use the regular high band units in vehicles? These are the kinds of things we'll discuss in the coming months along with the information you supply on your local system- police, fire, local government, highways, forestry - anything in the public safety sector. So, start sending your material from Missouri to me, Mike Redman, P.O. Box 49, High Ridge, Missouri, 63049.

SOUTH DAKOTA > > > > >

Eastern South Dakota Signals (Doug SD-011)

A	Use Caution		
B	Use extreme caution (subject armed)		
C	Subject at the scene		
D	Time factor very important		
1	Accident at _____(personal injury)		
22	Accident at _____(property damage only)		
3	Burglary at ___	30	Check for Driver license
4	Complaint at ____	31	Check for car registration
5	Disturbance at ____	32	Check for ton mileage
6	Drowning at ___	33	Check for signal number
7	Drunk at ___	34	Check for livestock transport permit
8	Drunk driver	35	check for connection with case number _
9	Felony at ___	36	Check for record of ___
10	Fight at ___	37	Check for subversive activites
11	Fire at ___		
12	Hit & Run at ___		
13	Jailbreak at ___		
14	Larceny at ___		
15	Murder at ___		
16	No account check at ___		
17	Robbery at ___		
18	Speeder at ___		
19	Stolen car at ___		
20	Suicide at ___		
21	Suspicious person at ___		
21B	Suspect at ___		
22	Contact officer at ___		
23	Contact PD at ___		
24	Contact Sheriff at ___		
25	Contact this office by landline		
26	Contact this station for coded message		
27	Contact the Hospital for ____		
28	Contact for location of ___		
29	Check for compensation		

MISC. > > > > >

Next month we will have more signals from SD, another LP for KS, and more information from PS-NC. -30-

PUBLIC SAFETY—NORTH EAST

Send Public Safety amd Special Emergency frequencies, radio system details, and questions as follows—New England States, New York, Pennsylvania, New Jersey, Maryland, Deleware, and District of Columbia:

Gary Saffer, 6 Roach Road, Stoughton, MA 02072

HELLO AND WELCOME TO FEBRUARY EDITION OF PSNE. I'M GOING TO TAKE UP A LITTLE SPACE TO EXPLAIN A FEW OF THE TERMS AND ABBREVIATIONS THAT I USE IN THE COLUMN. FOR BETTER OR WORSE THERE IS NO STANDARDIZATION OF TERMS FOR EDITORS SO WHAT I USE MAY BE DIFFERENT FROM WHAT OTHER EDITORS USE. WHERE POSSIBLE I TRY NOT TO ABBREVIATE BUT SOMETIMES EITHER SPACE OR THE LENGTH OF THE COLUMN REQUIRE IT.

TERM	ABBREVIATION(S)
REPEATER	R RPT
SIMPLEX	S RPT
DUPLEX	D DPX
MEGAHERTZ	MHZ
FREQUENCY	F FREQ
CHANNEL	CH CHAN
EMERGENCY MEDICAL SERVICE	EMS
VOLUNTEER FIRE DEPARTMENT	VFD
HOSPITAL	HOSP
AMBULANCE	AMB
POLICE	P POL PD
FIRE	F FD
VOLUNTEER AMBULANCE CORPS	VAC

ALSO, UNLESS NOTED OTHERWISE ALL UHF FREQUENCIES ARE REPEATED AND ALL VHF FREQUENCIES ARE SIMPLEX. AND I WILL NOT NORMALLY LIST REPEATER INPUT FREQUENCIES. I WILL LIST CALL SIGNS IF SPACE PERMITS AND IT WILL NOT DISPLACE OTHER MORE IMPORTANT INFORMATION. I HOPE THAT THIS MAKES THE COLUMN A LITTLE CLEARER.

JUST BEFORE I GOT READY TO FINISH THIS COLUMN UP AND SEND IT OFF TO CAROL I HAD AN OPPORTUNITY TO MAKE A QUICK TRIP TO CONNECTICUT. I DID NOT HAVE THE CHANCE TO PUT A SCANNER IN THE CAR I WAS DRIVING AND SO COULD NOT DO ANY MONITORING, BUT I DID HAVE A CHANCE TO OBSERVE SEVERAL CONNECTICUT STATE POLICE CARS. OF FIVE CARS THAT I SAW FOUR WERE UNMARKED. ONE UNMARKED CROWN VICTORIA, TWO UNMARKED MUSTANGS (ONE WITH A WHELAN MINI-EDGE 9000 LIGHT BAR), ONE BUICK REGAL UNMARKED AND A MARKED CROWN VICTORIA. FOR AS LONG AS I CAN REMEMBER CONNECTICUT HAS USED REMOVABLE STROBES ON ALL OF THEIR CRUISERS SO THAT ANY CAR COULD BE UNMARKED SINCE THERE IS NO LETTERING ON THE CRUISERS. THEY SEEM TO BE CHANGING OVER TO A NEWER STYLE OF STROBE ALTHOUGH I SUSPECT THAT THESE ARE ALSO REMOVABLE. THE OTHER THING I NOTICED ON ALL OF THESE CARS WAS 800 MHZ GAIN ANTENNAS, IT WOULD SEEM THAT THEY ARE IN THE PROCESS OF CONVERTING OVER TO THE NEW RADIO SYSTEM, UNLESS THEY HAVE TAKEN TO USING CELLULAR PHONES. I COULD NOT LISTEN OF-COURSE BUT ON MY LAST TRIP THROUGH CONNECTICUT AT THE END OF SEPTEMBER I DID LISTEN AND HEARD ALL SORTS OF LOW BAND ACTIVITY. IF ANYONE HAS ANY INFORMATION PLEASE DROP ME A LINE.
ON ANOTHER CONN. NOTE KEVIN (NY-214) WRITES TO TELL US THAT THE FIRST SET OF CONN STATE POLICE CODES ARE THE ONES USED OVER THE AIR. THANKS KEVIN.

WHILE ON A RECENT VISIT TO THE FFC FIELD OFFICE IN QUINCY I FOUND THE FOLLOWING 800 MHZ FREQUENCIES IN THE MICROFICHE. I DON'T KNOW WHICH IF ANY ARE ACTIVE. I DO KNOW THAT THE BOSTON TRANSPORTATION DEPARTMENT (FORMERLY TRAFFIC AND PARKING DEPT.), HAS RECENTLY GONE OVER TO AN 800 MHZ SYSTEM. ALSO THE BOSTON POLICE DEPARTMENT IS STARTING A TRIAL PROGRAM USING MOBILE DATA TERMINALS IN THIRTY CRUISERS. THESE WILL OPERATE ON 800 MHZ AND ARE A PART OF THE DEPARTMENTS COMMITMENT TO UPGRADE TECHNOLOGY AND EQUIPMENT ON ALL LEVELS. CONSTRUCTION OF THE METROPOLITAN POLICE DEPARTMENTS 800 MHZ SYSTEM IS CONTINUING ALTHOUGH THEY ARE STILL IN THE DESIGN PHASE. ALL IN ALL 800 MHZ ACTIVITY IN BOSTON AND ENVIRONS IS INCREASING. HOPEFULLY SOMEONE WILL FIGURE OUT HOW TO FIT THE DECODING TECHNOLOGY INTO A SCANNER SOMEDAY SOON. (I KNOW THAT'S SUPPOSED TO BE IMPOSSIBLE BUT WHEN I GOT MY FIRST SCANNER A MERE TWELVE YEARS AGO A HANDHELD 200 CHANNEL PROGRAMMABLE SCANNER WAS SOMETHING NO ONE EVEN DREAMED ABOUT.) TECHNOLOGY ADVANCES EVER MORE RAPIDLY. ANY WAY HERE ARE A FEW FREQUENCIES THOSE WHO HAVE 800 MHZ CAPABLE SCANNERS MAY WANT TO LISTEN TO.

COMMONWEALTH OF MASSACHUSETTS

811.7125/7625/9625/9875
812.7125/7375/9625/9875
813.7125/7375/9625/9875
814.7125/7375 9625/9875
815.7125/7375/9625/9875

BOSTON POLICE DEPARTMENT

811.7625/9375
812.7625/9375
813.7625/9375
814 7625/9375
815.7625/9375

CITY OF BOSTON
806.0875
806.1125
806.9875
808.5625

CITY OF CAMBRIDGE
811.-815.7875

IN ADDITION, AS REPORTED HERE EARLIER ALL CITY OF BOSTON AGENCIES WITH THE EXCEPTION OF POLICE, FIRE AND EMS WILL BE MOVING OPERATIONS TO A NEW 800 MHZ TRUNKED SYSTEM IN THE NEAR FUTURE. MY INFORMATION IS THAT THIS IS A DIFFERENT SYSTEM THAN THE TRANSPORTATION DEPARTMENT'S SYSTEM. WHEN IS UP IN THE AIR,HOWEVER THE CONTRACTS HAVE BEEN SIGNED. IN ADDITION TO TRANSPORTATION THE DEER ISLAND HOUSE OF CORRECTION IS ON AN 800 MHZ SYSTEM. THIS APPEARS TO BE A CONVENTIONAL SYSTEM WITH ONE CHANNEL AND REPEATER TALK AROUND. CHANCES ARE THAT THESE TWO AGENCIES CAN BE FOUND IN THAT GROUP OF FOUR FREQUENCIES LISTED ABOVE. IN ADDITION SAYSTAE AMBULANCE IS USING 807.0125 MHZ FOR MOST OPERATIONS EXCEPT EMERGENCY CONTRACT WORK. BREWSTER AMBUALNCE IS USING THE ACTICOM COMMUNICATIONS CORPORATION ACTINET TRUNKED SYSTEM FOR DISPATCH NOW. THEY USE SOME BUT NOT ALL OF THE SITES AVAILABLE. AGAIN UNITS USED FOR EMERGENCY CONTRACT WORK USE DIFFERENT RADIOS.

FIRST THIS MONTH WE HAVE A BUFFALO NY AREA POLICE AND FIRE PROFILE FROM FRED (NY-220). THIS INCLUDES CALLSIGNS AND SOME OTHER INFORMATION THAT DID NOT APPEAR BACK IN THE FEBRUARY '86 EDITION. THERE IS SOME OVERLAP BUT THERE IS ENOUGH NEW INFORMATION TO MAKE PRINTING THE PIECE WOTH WHILE.

F-1	460.325	RADAR,TRAFFIC, SPECIAL EVENTS
F-2	460.350	TACTICAL
F-3	460.425	SECONDARY DISPATCH
F-4	460.475	PRIMARY DISPATCH
F-5	460.025	CAR TO CAR, PAGING
F-6	460.275	COUNTYWIDE REPEATER (CROSPATCHED WITH 155.58)
F-7		NOT USED
F-8	460.250	SIMPLEX ONLY DETECTIVE PORTABLES ONLY

THE DISPATCHER ALSO HAS CAPABILITIES ON THE FOLLOWING:
154.695 NEW YORK STATE POLICE EMERGENCY CHANNEL
155.370 INTERSYSTEM NEW YORK STATEWIDE
155.340 POLICE TO AMBULANCE DISPATCH

UNIT NUMBERS BUFFALO POLICE

PATROL UNITS-PRECINCT # + SECTOR (N,S,E,W,)
+ Y YOUTH PATROL
+ Z PARK PATROL
+ L LIEUTENANT
+ D+ NUMBER PRECINCT DET.

20'S	STREET CRIME UNIT	220'S	RADAR UNITS
30'S	TACTICAL PATROL UNIT	240'S	ACCIDENT INVESTIGATION
60'S	BURGARLY TAS FORCE	250'S	SPECIAL INVESTIGATION UNITS
80'S	SEXUAL OFFENSE UNIT	260'S	ROBBERY
100	MAYOR	270'S	HOMICIDE
101	COMMISIONER	278	BOMB DISPOSAL
102+	DEPUTY COMMISIONERS	280'S	SPECIAL FRAUDS UNIT
110s	INSPECTORS	290'S	CRIME PREVENTION & JUVENILE
120	TRAFFIC DIVISION COMMANDER	300'S	FORENSIC EVIDENCE
120+	PRECINCT NUMBER PRECINCT COMM.	350'S	NARCOTICS UNIT
138	CHIEF OF DETECTIVES	360'S	VICE
140	DUTY OFFICER	370'S	GAMBLING
180'S	COMMUNICATIONS DIVISION	400-419	VARIOUS STATE AND FEDERAL UNITS
190'S	SWAT (+ M UNDERWATER RECOVERY)	420'S	VEHICLE MAINTENANCE TOWING
210'S	TRAFFIC UNITS	500'S	AMBULANCES

SUBURBAN POLICE DEPARTMENTS

HAMBURG TOWN,AND VILLAGE POLICE
F-1 155.790
F-2 155.790/159.03 B/M DISPATCH

F-3 155.580/155.97 B/M COUTNY WIDE REPEATER
F-4 155.370 B/M NEW YORK STATE INTERSYSTEM
F-5 155.055 B/M LOCAL GOV"T HAMBURG ONLY

EVANS (ALSO DISPATCHES FOR ANGOLA, BRANT, GOWANDA)
F1-4 AS ABOVE NO F-5

BLASDELL (DISPATCHED BY HAMBURG TOWN)
F-1 AS ABOVE
F-2 156.210 CAR TO CAR MOBILE ONLY
F-3,4 AS ABOVE

UNIT NUMBERING FOR THE ABOVE DEPARTMENTS

1-10	HAMBURG VILLAGE	60-69	ANGOLA
11-29	HAMBURG TOWN	70-79	BRANT
30-39	BLASDELL	80-89	GOWANDA
40-49	EVANS		

THE FOLLOWING UNITS HAVE F3 & 4 AS ABOVE EXCEPT TONAWANDA ETC.

EDEN
F-1 154.04/153.74 B/M DISPATCH
F-2 155.79/159.03

ORCHARD PARK
F-1 155.19/155.85 B/M DISPATCH
F-2 155.190 SIMPLEX

CHEEKTOWAGA
F-1 155.61/154.95 B/M DISPATCH
F-2 155.61 SIMPLEX

E. AURORAOA
F-1 155.640 SIMPLEX DISPATCH
NO F-2

W SENECA
F-1 155.25 SIMPLEX DISPATCH
F-2 155.19/155.85 ORCH PARK

DEPEW
F-1 155.655 SIMPLEX DISPATCH
NO F-2

AMHERST
F-1 154.74/154.89 B/M DISPATCH
F-2 154.74 SIMPLEX

TONAWANDA CITY,TOWN ,KENMORE VILLAGE
F-1 460.100 TOWN DISPATCH
F-2 460.225 CITY &VILLAGE DIS.
F-3 460.275 COUNTYWIDE RPT

ERIE COUNTY CENTRAL POLICE SERVICES 155.730 SIMPLEX

ERIE COUNTY FIRE FREQUENCIES

BUFFALO
F-1 154.190/153.89 RPT DISPATCH
F-2 154.190 SIMPLEX
153.830 FIREGROUND PORTABLE

LACKAWANNA
154.430

ERIE COUNTY FIRE SAFETY/CIVIL DEFENSE
155.760

VOLUNTEER FIRE DEPARTMENTS

CALL DESIGNATORS

COMPANY NAME +	1,2,3,4,5,6	ENGINE AND LADDER COMPANIES
COMPANY NAME +	7	RESCUE UNIT
COMPANY NAME +	8	AMBULANCE
COMPANY NAME +	9	COMPANY CHIEF
COMPANY NAME +	9A,B,C	ASSISTANT CHIEFS

THE BELOW BASES AND THEIR MOBILES ARE CHANNELLED AS FOLLOWS:
F-1 AS NOTED F-2 46.38 MUTUAL AID F-3 46.30? MOBILE PORTABLE ONLY
F-4 46.22 TACTICAL: CHEEKATOWAGA UNITS ONLY MONITIROED ON THIS CHANNEL

FREQ	DISPATCH CENTER	TOWNS COVERED
46.20	HAMBURG	HAMBURG,BOSTON,COLDEN,ORCHARD PARK*
46.20	ANGOLA	ANGOLA,EVANS,EDEN,BRANT
46.24	W. SENECA	W. SENECA
46.24	E. AURORAOA	E.AURORA,WALES,ELMA,MARILLA,HOLLAND
46.26	AMHERST	AMHERST,CLARENCE,NEWSTEAD
46.28	CHEEKTOWAGA	CHEEKTOWAGA
46.28	LANCASTER	LANCASTER ALDEN,DEPEW*
46.32	HELMUTH	COLLINS,N.COLLINS,CATT. INDIAN RESERV.
46.32	SPRINGVILLE	SPRINGVILLE,CONCORD,SARDINIA
46.42	TONAWANDA CITY	TONAWANDA CITY
46.42	GRAND ISLAND	GRAND ISLAND
46.46	TONAWANDA TOWN	TONAWANDA TOWN,KENMORE

* THESE TOWNS OPERATE A SEPERATE RADIO SYSTEM. HOWEVER THE UNITS MAINTAIN RADIOS WITH F-1 and F-2 FOR MUTUAL AID.
DEPEW FIRE SYSTEM 155.100 ORCHARD PARK FIRE SYSTEM 154.145

ALSO FORM NEW YORK LAWRENCE (NY_???) SENDS US A LIST OF NEW YORK STATE POLICE TROOP DISPATCH FREQUENCIS AND NASSUA COUNTY POLICE AND FIRE FREQUENCIS.

TROOP	BASE	MOBILE	AREA COVERED
A	155.505	155.535	BATATVIA/ BUFFALO
B	154.905	155.595	PLATTSBURG
C	155.655	154.905	BINGHAMTON/ONEONTA
D	155.505	154.920	NEW HARTFORD/UTICA
E	154.905	155.740	ELMIRA
F	155.535	154.935	NEWBURGH/MIDDLETON
G	155.445	154.680	ALBANY
K	155.505	155.520	POUGHKEEPSIE/WESTCHESTER
L	155.505	155.520	LONG ISLAND
L	155.460	155.460	LONG ISLAND STATE PARKWAYS

NASSAU COUNTY POLICE

F-1	PRECINCTS 3,6	478.9125
F-2	NORTH ADMINISTRATIVE	477.1875
F-3	PRECINCTS 2,8	477.3875
F-4	PRECINCTS 1,7	477.2375
F-5	SOUTH ADMINISTRATIVE	477.2875
F-6	PRECINCTS 4,5	477.2125
F-7	DETECTIVES	478.7125
F-8	HIGHWAY PATROL	477.2625
F-9	SPECIAL DETAILS	478.9375
F-10	TACTICAL	478.7375
	AIR/MARINE	153.740
	MUTUAL AID	155.370
	AUXILIARY POLICE	154.115

PRECINCTS

1	BALDWIN
2	WOODBURY
3	WILLISTON PARK
4	HEWLETT
5	ELMONT
6	MANHASSET
7	SEAFORD
8	LEVITTOWN

NASSUA COUNTY FIRE

FIRE MARSHALL	45.88
TONE ALERTING	46.10
BATTALIONS 5,8,9	46.12
BATTALIONS 2,3,4	46.20
UNIT TO UNIT	46.22
BATTALIONS 1,6,7	46.32
FIRE GROUND	46.30

MAINE FREQUENCIES

LIST SENT IN BY JOHN NY-308, WHO ALSO HAS SIMILAR LISTS FOR NEW HAMPSHIRE AND LONG ISLAND NEW YORK WHICH WILL APPEAR IN FUTURE ISSUES.

33.86 YORK COUNTY FIRE DISPATCH - WRE546 - ACTON, NEWFIELD FD. +
151.07 MAINE TURNPIKE - NORTH MAINTENANCE
153.815 NORWAY - LOCAL GOVERNMENT
153.89 CITY OF AUBURN FIRE DEPT. - "CENTRAL" - KCI220
153.95 LEWISTON FIRE DEPT. - KCD577
154.055 POLAND FIRE DEPT. & RESCUE - "POLAND CONTROL" - KNBY318
154.07 OXFORD COUNTY FIRE CONTROL - KUS561 - NORWAY, WATERFORD, HEBRON, OXFORD,SWEDEN, PERU, WOODSTOCK, CANTON, TRI-TOWN RESCUE, SUMNER, STONEHAM, ANDOVER, BETHEL FIRE & RESCUE, OTISFIELD, BUCKFIELD RESCUE, STREAKED MT. FIRE TOWER +
154.10 STANDISH - LOCAL GOVERNMENT, FIRE DEPT. & RESCUE SQUAD
154.145 LISBON DISPATCH KGX942 - LISBON & LISBON FALLS FIRE DEPTS.
154.19 YORK COUNTY FIRE DISPATCH - WRE546
FRYEBURG FIRE DEPT.
NAPLES FIRE DEPT.& RESCUE - "NAPLES DISPATCH - KNHK479
154.205 PORTLAND FIRE DEPT. - "PORTLAND FIRE ALARM" - WQX259
154.22 KENNEBEC COUNTY FIRE DISPATCH - "KENNEBEC SHERIFF OFFICE"
WINDHAM FIRE DEPT.
CHINA RESCUE
154.235 BRIDGETON FIRE DEPT.
154.25 GARDINER COMMUNICATIONS CENTER - KAW249 - GARDINER, S. GARDINER, LITCHFIED FIRE DEPTS. +
SACO FIRE DEPT. - KCF659
BIDDEFORD FIRE DEPT. - KCF495
154.31 MAINE STATEWIDE FIRE - "STATE FIRE"
154.325 GRAY FIRE & RESCUE - KNBH594
155.31 SANFORD COMMUNICATIONS - POLICE & RESCUE DISPATCH
154.40 GORHAM & NORTH GORHAM FIRE DEPTS.

154.415	CASCO FIRE DEPT.
154.43	SOUTH PORTLAND FIRE DEPT. - KCF659
154.445	RAYMOND DISPATCH - FIRE & RESCUE - KCC687
154.65	MAINE STATE POLICE - AUGUSTA - ZONE 2 - WAM936
154.665	MAINE STATE POLICE - SCARBOROUGH - ZONE 1 - KXA375, KXA539
154.755	TOWN OF LISBON POLICE
154.77	YORK COUNTY POLICE INTERSYSTEM
154.815	ROCKINGHAM COUNTY SHERIFF DEPT.
154.86	TOWN OF WINTHROP POLICE - KNAI214
154.995	YORK COUNTY COMMUNICATIONS SHERIFF DISPATCH - KNBF233 RESCUE DISPATCH - KNBF232 - LEBANON, LIMERICK & N. BERWICK UNITS
155.07	OXFORD COUNTY SHERIFF & RESCUE DISPATCH - KXD483 SOMERSET COUNTY SHERIFF DEPT - KHB346
155.175	PORTLAND AMBULANCE DISPATCH
155.16	UNITED AMBULANCE SERVICE - LEWISTON
155.19	CITY OF AUGUSTA POLICE
155.25	FRANKLIN COUNTY SHERIFF DEPT.
155.325	AMBULANCE TO HOSPITAL - PORTLAND HOSPITALS
155.34	AMBULANCE TO HOSPITAL - CENTRAL MAINE MEDICAL CENTER - ST. MARYS GENERAL HOSPITAL
155.415	TOWN OF SCARBOROUGH POLICE
155.43	MAINE POLICE NET 7
155.46	MAINE POLICE NET 3
155.535	MAINE POLICE NET 2
155.55	MAINE POLICE NET 5
155.58	MAINE POLICE NET 1
155.61	CITY OF SOUTH PORTLAND POLICE
155.625	CUMBERLAND COUNTY SHERIFF DEPT. - KXA534
155.67	ANDROSCOGGIN COUNTY SHERIFF DEPT. - KXB482 FRANKLIN COUNTY SHERIFF DEPT. - KXB484 YORK COUNTY SHERIFF DEPT.
155.685	SAGADAHOC COUNTY SHERIFF DEPT.
155.79	TOWN OF FALMOUTH POLICE & RESCUE DISPATCH - KCF437
155.97	MAINE STATE POLICE - FISH & GAME WARDENS
156.03	WALDO COUNTY SHERIFF DEPT.
156.045	MAINE STATE POLICE - MAINE TURNPIKE
158.79	CITY OF LEWISTON POLICE & RESCUE DISPATCH - KCA849
158.82	CITY OF AUBURN - LOCAL GOVERNMENT
159.15	CITY OF AUBURN POLICE
159.33	MAINE DEPT. OF CONSERVATION - KCA764 - WEATHER & FIRE DANGER REPORTS
159.45	MAINE DEPT. OF CONSERVATION - KCA764

NOTES

OXFORD COUNTY PAGES OUT RESCUE UNITS ON 154.07, UNITS ARE THEN DISPATCHED ON 155.07.

COUNTY SHERIFFS ARE ALSO INTERSYSTEMS WITH LOCAL TOWN & VILLAGE POLICE.

POLICE NETS ARE INTERSYSTEMS WITH STATE, COUNTY, TOWN & VILLAGE POLICE.

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George N. Hoggatt, 17473 E. 16th Dr, Aurora, CO 80011

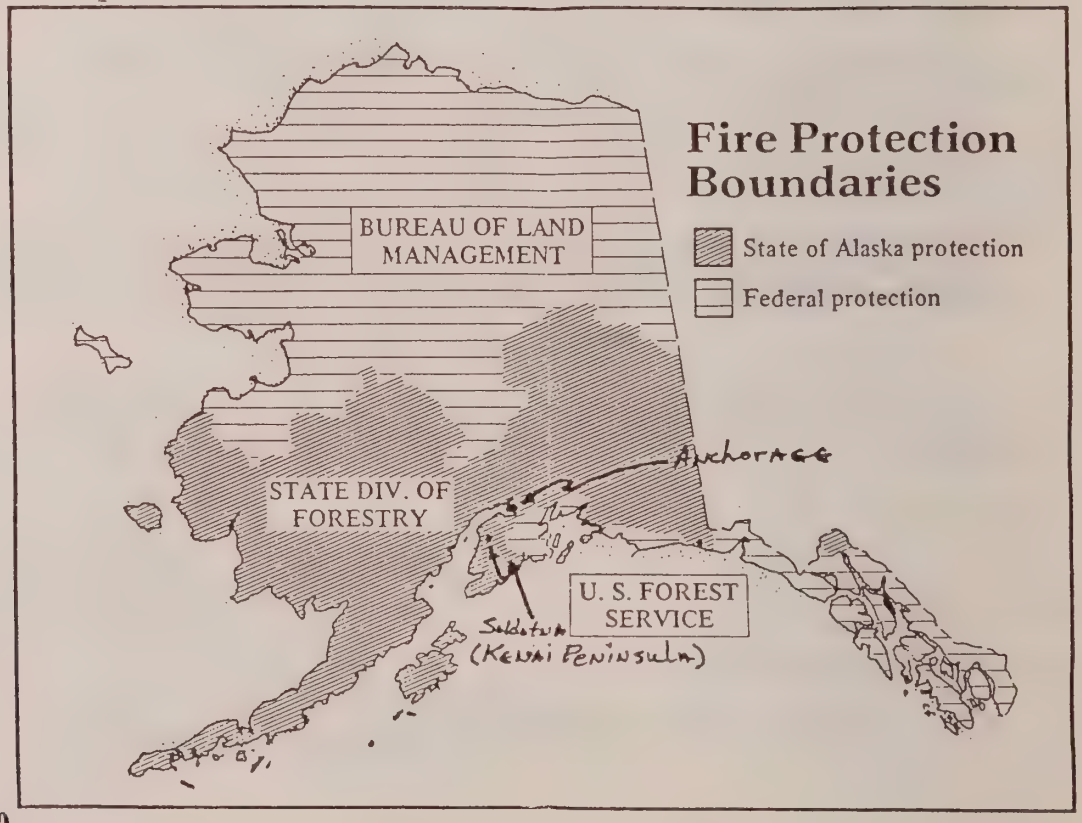
Sorry about no cloumn last month, but I was quite sick, off work for three weeks and I'm still trying to get rid of all of it. A month missed and December was the index so we're behind a little.

ALASKA

Fred NM-005

Fred in a California fire fighter and he picked up this map and channel use list from an Alaska Division of Forestry firefighter sent to help with the many west coast fires this fall. The Alaska radio is a 14 channel programmable which many departments are starting to use. They can be programmed right away and it is not necessary to wait for the fire cache units to arrive.

Ch. 1 Sterling DOF
Ch. 2 Sterling SIM
Ch. 3 SELD/SU DOF
Ch. 4 SELD/SU SIM
Ch. 5 Ninilchik DOF
Ch. 6 Ninilchik SIM
Ch. 7 Turquoise
Ch. 8 Silver
Ch. 9 Central EMS
Ch. 10 Homer VFD
Ch. 11 USF & WS
Ch. 12 Nikiski VFD
Ch. 13 USFS
Ch. 14 Kenai FD



NEVADA

Nevada Division of Forestry (Fred NM-005). New frequency 158.865 crewnet. New channel plan:

Ch. 1 158.895 (159.450 in) "Mtn. Top" or "repeater"
Ch. 2 158.895 simplex State Net "local"
Ch. 3 159.345 Red Net #1
Ch. 4 159.270 Red Net #2
Ch. 5 158.865 Crewnet

This plan would appear to supersede the channel plan in the following list.

Lake Tahoe Area (George CA-TO-001)

ALL FREQUENCIES ON THIS LIST ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Frequency range:	This frequency list covers:	ALL CALL SIGN'S:
30-50 MHz. VHF low	1. Washoe County	Is for the main base or dispatch office of that type of service.
118-136 MHz. Aircraft	2. City of: RENO	
144-148 MHz. 2-Meter HAM	3. City of: CARSON CITY	
148-174 MHz. VHF high	4. City of: LAKE TAHOE	
406-512 MHz. UHF	5. And other near by areas.	

SECURITY

	Name of service	Call Sign	Frequency
1.	South Lake Tahoe City Police	KJN 711	156.030
2.	Carson City, City Police CH.1 (Base to Car)	KSZ 945	155.970
3.	Carson City, City Police CH.2 (Car to Car)	KSZ 945	155.250
4.	Douglas County Sheriff CH.1 (Base to Car)	KUS 597	154.890
5.	Douglas County Sheriff CH.2 (Car to Car)	KUS 597	155.640
6.	Washoe County Sheriff CH.1	KRC 651	156.210
7.	Washoe County Sheriff CH.2	KRC 651	155.520
8.	Ormsby County Sheriff	KSZ 945	155.970
9.	California Highway Patrol (Base to Car) TRUCKEE	KAZ 604	42.48
10.	California Highway Patrol (Car to Car) TRUCKEE		42.68
11.	Nevada Highway Patrol (Base to Car) RENO	KAY 930	42.94
12.	Nevada Highway Patrol (Car to Car) RENO		42.70
13.	University of Nevada Reno (Police)	KSV 761	154.680
14.	National Detective Agency RENO	KDS 838	151.715
15.	Reno City Police CH.1	KOA 303	154.860
16.	Reno City Police CH.2	KOA 303	155.310
17.	Sparks City Police CH.1	KOG 943	155.130
18.	Sparks City Police CH.2	KOG 943	155.850
19.	Nevada State Police CH.1 (Base to Car)	KTG 667	154.665
20.	Nevada State Police CH.2 (Car to Car)	KTG 667	154.695
21.	Nevada State Police CH.3	KTG 667	154.905
22.	Churchill County Sheriff CH.1	KSX 382	155.190
23.	Churchill County Sheriff CH.2	KSX 382	155.475
24.	Churchill County Sheriff CH.3	KSX 382	155.490
25.	Nevada State Prison (Carson City)	KWV 585	154.755
26.	Nevada Police Hotline		155.370
27.	Nevada State Prison (Mediuum)	KWH 419	155.415
28.	Fallon City Police CH.1	KMB 256	155.490
29.	Fallon City Police CH.2	KMB 256	155.655
30.	Calif. Highway Patrol TO Nevada Highway Patrol	KMF 454	45.86
31.	Calif. Highway Patrol TO Nevada Highway Patrol		46.16
32.	Calif. Highway Patrol TO Nevada Highway Patrol	KAZ 604	42.94
33.	Nevada State Prison (Maximum)		155.580
34.	Nevada State Prison (Mutual Aid)		155.475
35.	Nevada Highway Patrol (Base to Base)		42.88
36.	Nevada Highway Patrol (Base to Car) CARSON CITY		42.58
37.	Carson City Sheriff Ch.1		155.970
38.	Carson City Sheriff Ch.2		155.250
39.	Carson City Sheriff Ch.3		155.535
40.	Carson City Sheriff Ch.4		155.585
41.	Nevada State Capitol, Security CARSON CITY		155.745
42.	Reno Airport Police RENO		453.350
43.	Reno City Police Ch.1		453.650
44.	Reno City Police Ch.2		453.700
45.	Reno City Police Ch.3		453.600
46.	Reno City Police Ch.4		453.575
47.	Reno City Police Ch.5		453.250
48.	Reno City Police Ch.6		453.525
49.	Nugget Casino, Security CARSON CITY		154.570
50.	M. G. M. Security Ch.1 RENO		463.200
51.	M. G. M. Security Ch.2 RENO		462.550

FIRE

Name of service	Call Sign	Frequency
1. Reno City Fire Dept. Ch.1 (Dispatch)	KOF 356	46.06
2. Reno City Fire Dept. Ch.2	KOF 356	46.12
3. Reno City Fire Dept. (Fireground)	KOF 356	453.750
4. Reno Airport Fire Dept.		453.450
5. Washoe County Fire Dept. Ch.1 (Dispatch)		46.06
6. Washoe County Fire Dept. Ch.2		46.12
7. Washoe County Fire Dept. Ch.1 (Fireground)		154.370
8. Washoe County Fire Dept. Ch.2 (Mutual Aid)		154.280
9. Sparks City Fire Dept. Ch.1 (Dispatch)	KOF 357	46.06
0. Sparks City Fire Dept. Ch.2	KOF 357	46.12
1. Sparks City Fire Dept. (Fireground)	KOF 357	453.750
2. Carson City Fire Dept. Ch.1 (Dispatch)	KOB 865	154.430
3. Carson City Fire Dept. Ch.2	KOB 865	154.415
4. Carson City Fire Dept. Ch.3	KOB 865	154.175
5. Carson City Fire Dept. Ch.4	KOB 865	154.145
6. Carson City Fire Dept. Ch.5 (Mutual Aid)	KOB 865	154.280
7. Incline Village Fire Dept. Ch.1 (Dispatch)	KGK 541	46.44
8. Incline Village Fire Dept. Ch.2	KGK 541	46.42
9. Incline Village Fire Dept. Ch.1 (Fireground)	KGK 541	154.235
0. Incline Village Fire Dept. Ch.2 (Mutual Aid)	KGK 541	154.280
1. Douglas County Fire Dept. Ch.1 (Dispatch)		155.085
2. Douglas County Fire Dept. Ch.2 (Fireground)		154.130
3. Douglas County Fire Dept. Ch.3 (Mutual Aid)		154.280
4. South Lake Tahoe Fire Dept.	KLD 298	46.42
5. Lake Valley Fire Dept.	KZE 703	46.42
6. Tahoe City Fire Dept. Ch.1	KCI 995	46.42
7. Tahoe City Fire Dept. Ch.2	KCI 995	46.08
8. Kingsbury Fire Dept. Ch.1 (Dispatch)	KXM 669	155.055
9. Kingsbury Fire Dept. Ch.2 (Fireground)	KXM 669	155.025
0. Kingsbury Fire Dept. Ch.3 (Mutual Aid)	KXM 669	154.280
1. Roundhill Fire Dept. Ch.1	KWV 689	155.025
2. Roundhill Fire Dept. Ch.2 (Mutual Aid)	KWV 689	154.280
3. Zeper Cove Fire Dept.	KFD 599	46.50
4. Lyon County Fire Dept. Ch.1	KYD 991	154.400
5. Lyon County Fire Dept. Ch.2 (Mutual Aid)	KYD 991	154.280
6. Nye County Fire Dept. Ch.1 (Dispatch)	KZR 486	154.445
7. Nye County Fire Dept. Ch.2 (Fireground)	KZR 486	153.890
8. Nye County Fire Dept. Ch.3 (Mutual Aid)	KZR 486	154.280
9. U. S. Forest Service Ch.1 (Base to Car) Dispatch		171.575
0. U. S. Forest Service Ch.2 (Emergency Net)		172.250
1. U. S. Forest Service Ch.3 (Car to Car)		171.525
2. U. S. Forest Service (Air Net)		169.150
3. Nevada Department of Forestry Ch.1 (Dispatch)		158.895
4. Nevada Department of Forestry Ch.2 (Fireground)		159.345
5. Nevada Department of Forestry Ch.3 (Mutual Aid)		154.280
6. Nevada Department of Forestry (Air Net)		168.625
7. Tahoe - Douglas Fire Dept. Ch.1 (Dispatch)	KWV 822	155.055
8. Tahoe - Douglas Fire Dept. Ch.2 (Fireground)	KWV 822	155.715
9. Tahoe - Douglas Fire Dept. Ch.3 (Mutual Aid)	KWV 822	154.280
0. Truckee Meadows Fire Dept. Ch.1 (Dispatch)	KYX 266	158.745
1. Truckee Meadows Fire Dept. Ch.2 (North-Fireground)	KYX 266	158.880
2. Truckee Meadows Fire Dept. Ch.3 (South-Fireground)	KYX 266	158.940
3. Truckee Meadows Fire Dept. Ch.4 (Mutual Aid)	KYX 266	154.280

MISCELLANOUS

Name of service	Call Sign	Frequency
1. California Fish & Game Lake Tahoe	WAF 90	151.430
2. Red Cross Reno	KGB 223	47.42
3. Washoe County Search & Rescue CH.1	KYL 799	155.205
4. Washoe County Search & Rescue CH.2	KYL 799	155.280
5. Lake Mead Rangers		166.300
6. Mercy Ambulance Service Reno		161.200
7. Reno Ambulance, Company Radio Reno CH.1	KOL 780	47.50
8. Reno Ambulance, Company Radio Reno CH.2	KOL 780	47.58
9. Reno Ambulance, Medical Net Reno CH.1	KLR 261	155.205
0. Reno Ambulance, Medical Net Reno CH.2	KLR 261	155.220
1. University of Nevada Reno		154.860
2. University of Nevada Reno		155.130
3. Reno Mobile Phone (Bell System)		152.690
4. Reno Mobile Phone (Bell System)		152.810
5. Reno Mobile Phone		152.670
6. National Weather Service CH.1	KGD 57	162.550
7. Reno School's	KRG 625	155.280
8. Nevada Division of Highways CH.1		47.12
9. Nevada Division of Highways CH.2		47.24
0. Nevada Division of Highways Ch.1 (STATE ROAD DEPT)		151.010
1. Nevada Division of Highways Ch.2 (STATE ROAD DEPT)		156.990
2. Nevada Division of Highways Ch.3 (STATE ROAD DEPT)		157.410
3. 2 - Meter HAM Radio Repeater Reno / Sparks	K6 ALT	145.370

4.	2 - Meter HAM Radio Repeater	Reno		W7 AAA	145.450
5.	2 - Meter HAM Radio Repeater	Stateline		AF7 I	147.240
6.	2 - Meter HAM Radio Repeater	Lake Tahoe		W6 CSP	146.850
7.	2 - Meter HAM Radio Repeater	Virginia City		KB7 VT	146.820
8.	2 - Meter HAM Radio Repeater	Virginia Peak		WA7 ANA	147.180
9.	Enviroment Protection Agency	CH.1 (Base to Car)			151.385
0.	Enviroment Protection Agency	CH.2 (Car to Car)			159.345
1.	Electric Power Utility Company	Reno	CH.1		48.02
2.	Electric Power Utility Company	Reno	CH.2		48.16
3.	Lake Tahoe Ambulance Service	Medical Net		KXX 352	155.175
4.	Lake Tahoe Ambulance Service	Medical Net		KXX 352	155.295
5.	Barton Memorial Hospital	Lake Tahoe		KUY 476	155.160
6.	Sierra - Sacramento Valley EMS	Stateline	(MED-8)	KFQ 613	463.175
7.	Tahoe City Mobile Phone	Lake Tahoe			152.510
8.	Harveys Casino	Stateline	CH.1	KWZ 590	463.537
9.	Harveys Casino	Stateline	CH.2	KWZ 590	465.712
0.	Douglas County Animal Control	Stateline		KXM 983	155.115
1.	Animal Control	Meyers			158.955
2.	Sahara Casino	Stateline		KLS 389	157.740
3.	Douglas County Public Works	Stateline		WAS 622	155.805
4.	Tahoe City Public Works	Lake Tahoe		KJD 247	158.760
5.	Tahoe City Cable TV Company	Lake Tahoe			151.925
6.	CAL TRANS (State Road Dept.)	Lake Tahoe			47.10
7.	CAL TRANS (State Road Dept.)	Lake Tahoe			47.12
8.	CAL TRANS (State Road Dept.)	Meyers			47.16
9.	Harrahs Casino	Stateline		KJK 347	158.460
0.	Yellow Cab Co. & Whittlesea Cab Co.		CH.1	KFY 520	152.390
1.	Yellow Cab Co. & Whittlesea Cab Co.		CH.2	KFY 520	158.650
2.	Stead Air Force Base	Reno		KJW 513	155.940
3.	Auto Club Towing	Lake Tahoe		KUY 548	150.935
4.	Mike Adams Towing	Lake Tahoe		KIZ 211	150.830
5.	Dollar Point Shell Towing	Lake Tahoe		KUG 825	150.890
56.	S & S Towing	Lake Tahoe			150.815
57.	South Y Shell Towing	Lake Tahoe			157.560
58.	Stateline Shell Towing	Lake Tahoe			154.540
59.	Lakeside Automotive Towing	Lake Tahoe			464.475
60.	Reno News Media, Station - WBDC			KEH 450	161.760
61.	Cal - Pacific Utilities	Lake Tahoe			158.220
62.	Sierra Pacific Power Company				48.02
63.	Continental Telephone Maint.	Stateline			158.340
64.	Nevada State Civil Defense		CH.1	KVA 464	155.145
65.	Nevada State Civil Defense		CH.2	KVA 464	155.715
66.	Churchill County Search & Rescue			KVA 461	47.46
67.	National Jeep Search & Rescue			KJI 445	47.46
68.	Carson City School's				45.48
69.	Carson City Civil Defense			KYK 389	47.46
70.	Carson City Ambulance, Company Radio				35.90
71.	Carson City Ambulance, Medical Net				155.280
72.	Carson City Electric Power Utility Company				48.02
73.	Carson City, City & County Net			KFO 821	155.880
74.	Nevada State	Carson City		KSX 216	158.895
75.	Nevada State	Reno		KXZ 611	453.375
76.	Churchill County School District			KWI 621	47.46
77.	Nevada Mental Health Institute		SPARKS	KSL 286	155.265
78.	Washoe County	(Base to Car)	CH.1	KEL 477	39.22
79.	Washoe County	(Base to Car)	CH.2	KEL 477	39.26
80.	Washoe County	(Base to Car)	CH.3	KEL 477	39.38
81.	Washoe County	(Car to Car)	CH.4	KEL 477	39.50
82.	Southern Pacific Train				160.380
83.	Southern Pacific Train				160.770
84.	Northern Calif. Emergency Med Care	Reno	(MED-8)	KYQ 509	463.175
85.	Nevada State Parks				151.340
86.	Nevada Fish & Game				151.475
87.	Lake Tahoe School District			KNJT 237	155.265
88.	Tahoe City Public Utility District			KNHF 625	453.275
89.	Tahoe - Truckee Sanitation			KAG 452	453.150
90.	Tahoe Forest Hospital			KCJ 626	155.400
91.	Tahoe Donner Ambulance			KLA 424	155.175
92.	Fallon Naval Air Station, Airport		(Tower)		126.200
93.	Fallon Naval Air Station, Airport		(Approch/Depart)		119.250
94.	Fallon Naval Air Station, Security		CH.1		140.040
95.	Fallon Naval Air Station, Security		CH.2		139.550
96.	Lake Tahoe Airport	(Tower)			118.400
97.	Lake Tahoe Airport	(Ground)			121.900
98.	Lake Tahoe Airport	(Unicom)			123.000
99.	Lake Tahoe Airport	(Advisory)			128.800
00.	Hawthorne Airport	(Unicom)			122.800
101.	Fallon Municipal Airport	(Unicom)			122.800
102.	Fallon Municipal Airport	(Approch/Depart)			126.200
103.	Reno Stead Airport	(Unicom)			122.800
104.	Carson City Airport	(Unicom)			122.800
104.	Carson City Airport	(Miscellanous)			122.900
105.	Carson City Airport	(Miscellanous)			123.100

MISCELLANOUS

	Name of service	Call Sign	Frequency
106.	Reno International Airport (Tower)		118.700
107.	Reno International Airport (Ground)		121.900
108.	Reno International Airport (Approch/Depart)		119.200
109.	Reno International Airport (Approch/Depart)		126.300
110.	Reno International Airport (Clearance)		124.900
111.	Reno International Airport (Flight Service)		122.200
112.	Reno International Airport (Flight Service)		122.350
113.	Reno International Airport (Flight Service)		122.500
114.	Reno International Airport (Unicom)		123.000
115.	Bureau of Land Management, Winnemucca (Base to Car)		168.375
116.	Bureau of Land Management, Winnemucca (Car to Car)		170.025
117.	Bureau of Land Management, Battle Mt. (Base to Car)		168.275
118.	Bureau of Land Management, Battle Mt. (Car to Car)		171.725
119.	Bureau of Land Management, Ely/Carson (Base to Car)		169.025
120.	Bureau of Land Management, Ely/Carson (Car to Car)		169.775
121.	Bureau of Land Management, Elko/Vegas (Base to Car)		168.525
122.	Bureau of Land Management, Elko/Vegas (Car to Car)		169.400
123.	Bureau of Land Management, (On emergency scene)		171.675
124.	Bureau of Land Management, (Air Net)		168.550
125.	Bureau of Land Management, (Air to Ground)		167.950
126.	2-Meter HAM radio repeater Carson City		147.240
127.	U.S. Department of Labor Reno Ch.1	KCB 673	162.025
128.	U.S. Department of Labor Reno Ch.2	KCB 673	162.612
129.	U.S. Department of Labor Reno (All Portables)	KCB 673	406.200
130.	2-Meter HAM repeater Yerington	W8 IHJ	145.340
131.	2-Meter HAM repeater McClelland Peak	AK7 B	145.290
132.	2-Meter HAM repeater Ophir Hill	W7 TA	146.610
133.	2-Meter HAM repeater Ophir Hill	W7 TA	146.670
134.	Carson City Water Department		48.38
135.	Carson City Cable TV Company		151.835
136.	Anderson AAA Towing CARSON CITY		150.845
137.	Carson City Hospital (Ambulance to Hospital) MED-1		463.000
138.	Nugget Casino, Pagers CARSON CITY		154.515
139.	Capitol Cab Company (Taxi Cab's) CARSON CITY		152.390
140.	Carson City Public Works Ch.1 (County)		155.835
141.	Carson City Public Works Ch.2 (County & City)		155.880
142.	FAA (Federal Aviation Administration) RENO		169.300
143.	U. S. Marshall RENO		163.815
144.	Nevada State Gamling Commission		42.50
145.	2 - Meter HAM radio repeater Peavine Mt.	N7 RH	146.940
146.	Associated Fire Equipment RENO		463.300
147.	2 - Meter HAM radio repeater Reno/Sparks	N7 RH	147.300
148.	Carson City Search & Rescue	KYK 389	47.46
149.	Nevada Emergency Service's Ch.1		467.950
150.	Nevada Emergency Service's Ch.2		467.975
151.	Nevada State CARSON CITY	KTP 999	45.48
152.	Nevada Highway Rescue		155.220
153.	Nye County Search & Rescue	KVV 815	47.46
154.	Elko Broadcasting Company		161.700
155.	Washoe Ambulance Company	KLG 585	155.220
156.	Mobile Phone		152.630
157.	Mobile Phone		152.690
158.	Mobile Phone		152.750
159.	Incline Ski Area		153.785
160.	Tahoe-Donner Ski Area		154.600
161.	Tahoe-Donner Ski Area		151.865
162.	Kings Beach Fire Department Ch.1	KNGS 332	46.42
163.	Kings Beach Fire Department Ch.2	KNGS 332	46.08
164.	Kings Beach Fire Department Ch.3	KNGS 332	46.18
165.	Kings Beach Fire Department Ch.4	KNGS 332	46.48
166.	Squaw Valley Ski Area		154.540
167.	Squaw Valley Ski Area		463.500
168.	Alpine Meadows Ski Area		151.895
169.	Tahoe Ski Bowl		151.715
170.	Washoe County Search & Rescue		155.205

Las Vegas Fire Department (Danny CA-OR-004)

It has been heard that the Las Vegas, Clark County and North Las Vegas Fire Departments are or have merged into one department known as the Las Vegas Metro Fire Service. Can anyone confirm this?

OREGON
Robert OR-071

Roseburg area of Douglas County:

151.160 Douglas Forest Protective Assoc. repeater, also used as simplex (direct)

158.895 DFPA Fire Cache repeater
151.340 DFPA Red Net
151.310 DFPA White Net
151.160 Oregon Department of Forestry, Roseburg District
151.190 Oregon Department of Forestry, West Lane District, Veneta
151.205 Coos Forest Protective Assoc.
122.850 DFPA Aircraft tactical
122.950 Air tanker to air tanker
125.375 Air tanker to air tanker
122.000 Roseburg Airport unicom
151.925 Ellison Transportation Co. provided buses for firefighters
155.370 Med-Net ambulance to hospital
462.025 Medic-4 ambulance F-2
158.370 Roseburg Lumber Company repeater
155.700 Douglas County Sheriff BLUE
155.550 Douglas County Sheriff ORANGE shared with Oregon State Police/Rosebut station 37
42.820 Oregon State Police, low band Roseburg station 37
155.805 Douglas County Sheriff GREEN search and rescue
155.145 Douglas County Sheriff YELLOW simplex
154.370 Douglas County Fire RED
154.250 Douglas County Fire WHITE
159.000 Douglas County Road Department

LOOKOUT NUMBERS
507 Signal Tree Mt.
509 Mt. Scott
512 Yellow Butte
513 Old Blue
515 Silver Butte
517 Baughman Mt.
520 Bland Mt.
522 Dutchman Mt.

STATION NUMBERS
5 Roseburg
503 South Douglas
1 Salem
2 Medford
3 Coos Bay
6 Springfield
7 Veneta
13 Grants Pass
82 Oregon Game Commission Office

Robert included some paper clippings with news of the many fires. This was at the same time that Fred (above) was fighting fires in Northern California.

Welcome to the February issue of PS-CA. In our relentless pursuit to bring you exclusive info: A famous groundhog from Pennsylvania (who wishes to remain anonymous) was seen at a local scanner shop while recently vacationing in the Southern California area. When asked by our "ace" reporting staff for any predictions about the next 6 weeks of winter, this groundhog only mumbled something about PSNE getting any exclusives and completed his transactions. We are still wondering why this little fellow purchased some NOAA weather crystals...

We'll put the frequency on stand by for routine traffic, and switch to the Data Channel:

We've received a report that cities have been leaving the Santa Clara County Communications Center and forming their own dispatch centers, following some political turbulance initiated by the County Board of Supervisors 2 years ago. The City of Morgan Hill has recently done

this, and is using their existing frequency of 155.115 MHz. This freq was also used by the Sheriff's units prior to the termination by Morgan Hill of county services.

The Santa Clara County Communications Engineering Department has also been working on setting up a cross-channel repeater for the south county SO units. Santa Clara SO operates on several VHF-Hi simplex channels, and distance and/or terrain causes some problems with mobile units being able to receive each other. All traffic on Freq 1 (156.210 MHz) is repeated on the "Gold" freq (155.415 MHz). By use of a PL tone, all "Gold" traffic can be broadcasted on Freq 1. South county SO units have the ability to change back and forth, and frequently do so. And CLEMARS (154.920 MHz) is also used as a common interagency freq by other south Santa Clara county agencies. Several listeners have reported that traffic can be heard as far away as Fresno.

Continuing in this part of the state: Milpitas Fire will be changing to a new UHF freq (believed to be 460.575 MHz) in 6-12 months from now. No word yet on how mutual aid communications on high band will be accomplished. And a few San Jose PD units are now equipped with Motorola Digital Voice Privacy radios. While these units can be used simplex in the scrambled mode, none of the SJPD repeaters are known to be equipped to support DVP transmissions. Field Operations (Patrol) are not currently using the DVP radios.

From V.G. [CASO-004]: An article from "LAW AND ORDER" Magazine spotlights the CHP's Resident Posts. The article explains that RP's are the CHP's "...innovative and economical method of providing a presence where (an) area can not be effectively served from an existing Area Office." RP's virtually work out of their own residence and a post can range from a one-man post to as many as seven traffic officers and a sergeant. Although the RP's are supervised from an Area Office, there is no command status, and the officers assigned must be available at all times in addition to their normal shift. In addition to the normal traffic enforcement function of the CHP, RP's also handle medical emergencies, hazardous spills, and search & rescue calls. As one RP summarized the duties: "...We do the work of the sheriff, fish and game, and the dog catcher..." RP areas include mountainous and desert terrains. Vehicles range from Mustangs (speed enforcement to the Nevada and Oregon borders) to 4-wheel drive vehicles and contain contain medical, rescue, and other specialized equipment not found in the average CHP cruiser. The article concludes that RP duty is not for every CHP officer, however the number of transfers from "metropolitan" areas to the RP's continue to increase.

The CDF/Riverside Co FD expects to move its countywide dispatch center out of Perris (CA) within two years. Currently, CDF/RCFD Station 1 serves as the central command center for the 72 fire stations located throughout Riverside County. Increases in calls, projected additional dispatcher hirings, and expandable facilities are cited as the reasons for relocation. At the present time, there are several sites being considered for the move, with cost being the primary factor in the decision. Included is the Riverside County Administration building where the county's Emergency Services Division is presently located. CDF headquarters will still remain in Perris, and the vacated facility will still be used for administration functions. [Courtesy of the "RIVERSIDE PRESS".]

From the Riverside Area Fire Buffs Association: Here's a recap list of the units radio numbers of San Bernardino County. The numbering system was designed for growth and compatibility with SB County's new computer dispatching. Stations 1-60 are assigned to CDF/County Fire Warden and do not change from the previous numbers:

61-70	Chino	251-260	Loma Linda
71-85	Central Valley	261-270	Redlands
91-95	Lake Arrowhead	271-280	Arrow Bear
101-105	Wrightwood	281-290	Big Bear Lake
111-115	Lucerne Valley	291-300	Big Bear City
121-124	Yucca Valley	301-310	Hesperia
125	Hinkley	311-320	Victorville
126	Argus	321-330	Adelanto

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128	Forest Falls	351-360	George AFB
129	Green Valley Lake	361-370	Barstow
131-150	Ontario	371-380	Daggett
151-160	Montclair	381-390	Yermo
161-170	Upland	391-400	Newbury Springs
171-190	Foothill	401-410	Barstow Marine
191-200	Mt. Baldy	411-420	Ft. Irwin
201-210	Rialto	421-430	29 Palms
211-220	Colton	450-460	29 Palms Marine Base
221-240	San Bernardino	461-470	Baker
241-250	Norton AFB		

[EDITOR'S NOTE: Special thanks and apologizes go to Randy [CAOR-230] who, back in 1986, submitted an extensive 10-page listing of the new SB County Fire ID's. Due to several moves and several changing computer formats, the original detailed list was "lost" in the shuffle and was not presented in the column.]

From Cliff [CAAL-029]: Our Business West Editor has confirmed info on the East Bay Regional Parks District Fire Department. Primary freq is 44.640 MHz (also used as Administrative freq), and Secondary freq is 44.960 MHz:

Station 1 (Berkeley)
C/O 56-43, 56-45, 56-46 (Pwr. Wgns)
56-10 (Engine)
56-51 (Tanker)

Station 2 (Oakland)
C/O 56-30 (Rescue 4-wheel drive)
56-49 (Pwr. Wagon)
56-12 (Engine)
56-52 (Tanker)

Station 3 (Castro Valley)
C/O 56-41 (Pwr. Wagon)
56-11 (Engine)

Station 4 (Sunol)
C/O 56-44 (Pwr. Wagon)

Station 5 (Livermore)
C/O 56-40 (Pwr. Wagon)

Station 6 (Shadow Cliffs)
Not open till 1988

Station 7 (Hayward)
C/O 56-48 (Pwr. Wagon)

Station 8 (Contra Loma)
C/O 56-55 (Tanker) Not open til 88

Station 9 (Richmond)
C/O 56-42 (Pwr. Wagon)

Station 10 (Castro Valley)
C/O 56-50, 56-53 (Tankers)

From JACK [CALA-332]: "Sending a little info on the LAFD 800 MHz freqs. 856.2375 MHz is the freq being used out of the 18 that was published in the June (87) Newsletter. The repeater is on Mt. Lukens. The LAFD brass use it going and coming from work at City Hall in downtown LA. LAFD (will) get 800 MHz depending on the amount of money that can be gotten from the LA City Council." Jack also reports that he uses an AR-2002 radio for his monitoring.

From ROB [CAOR-194]: He has included a list of verified Orange County mall freqs:

463.775	Anaheim Plaza Mall	464.925	Buena Park Mall
464.375	Brea Mall	464.975	Orange Mall
464.325	Mainplace (Santa Ana)	464.475	South Coast Plaza (Costa Mesa)
463.825	The City (Orange)		

We switch to the Inquiry Channel: Again from ROB [CAOR-194]: Does anyone know the freq of Cablevision of Orange, or the Theo Lacy Jain (in Orange)?

[EDITOR'S NOTE AGAIN: Re: Theo Lacy Jail. An Inquiry Channel question in 1986 requested an ID of 154.935 MHz used in Orange County. Several members have indicated this was used by the Theo Lacy Facility. Can anyone provide additional freqs?]

For the Editor's Desktop: Can anyone provided any freqs for Imperial County? Special attention to Public Safety systems (either county or local levels), and public utilites would be appreciated. TNX.

We now present the last installment in a series of Listener Profiles. These 3 combined profiles are from the Orange County area. [NOTE:

Again, this list exceeds the 34 slots, due to the different listening interests]:

1.	460.025	ORCO Emergency "Red"
2.	460.150	ORCO Car-car "White"
3.	460.550	ORCO Car-car "Gray"
4.	460.400	ORCO Law Tac "Orange North"
5.	460.200	ORCO Law Tac "Orange South"
6.	460.425	ORCO SO
7.	506.8625	ORCO Marshall
8.	46.140	ORCO FD
9.	46.060	ORCO (Tac 2) All FD's
10.	46.480	ORCO (Tac 3) All FD's
11.	46.420	ORCO (Tac 4) All FD's
12.	46.380	ORCO (Tac 5) All FD's
13.	45.400	Harbor Patrol
14.	45.140	Harbor Patrol
15.	45.920	Lifeguards
16.	46.260	Anaheim, Garden Grove, Orange, Stanton FD's
17.	46.320	Brea, Buena Park, Fullerton, La Habra FD's
18.	46.440	Costa Mesa, Newport Beach FD's
19.	46.280	Fountain Valley, Huntington Beach, Westminster FD's
20.	46.160	San Clemente, Laguna Beach FD's
21.	46.340	Santa Ana FD
22.	460.475	Santa Ana PD
23.	460.250	Buena Park, Orange, Westminster PD's
24.	460.175	Fullerton, San Clemente, Seal Beach PD's
25.	460.050	Anaheim PD
26.	42.340	CHP Statewide
27.	42.400	CHP Santa Ana (North Orange Co)

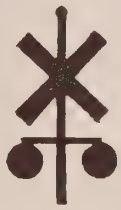
28.	42.480	CHP Westminster, San Juan Capistrano (South Orange Co)
29.	154.905	CHP Extenders (Vehicular repeaters)
30.	154.920	CLEMARS (Police Mutual Aid)
31.	155.400	Lifeflight Helicopter
32.	123.025	Helicopter-to-helicopter
33.	467.975	Helicopter to Hospital
34.	160.650	Santa Fe Railroad
35.	39.520	LASO Air Rescue
36.	155.160	Ambulance Companies (Emergency, Medix, Seals)
37.	155.220	Golden West Ambulance
38.	45.960	Southland Ambulance
39.	153.740	CSU Fullerton (Police)
40.	155.505	UC Irvine (Police)
41.	166.560	USFS South Zone Dispatcher's Net
42.	164.910	USFS South Zone Fire Net

And finally, From the "I'm So Embarassed" File: Upon completion of a rescue call, the crew from LA County Fire Station 145 (in Rowland Heights) were given another "smoke in the area" call. You guessed it! The smoke trail lead directly to Station 145. The firefighters were able to confine the blaze to the station, although considerable damage was sustained. Investigators have determined that a firefighter was preparing a meal for the crew, and forgot to turn off the stove when handling the rescue call. A grease fire erupted in the kitchen and spread through other parts of the station. Equipment assigned to Station 145 will be temporarily deployed to other nearby stations until repairs to the station can be completed. No word yet on whether there will be any disciplinary action against the "cook."

The input is a bit slow this month (this is written in November 1987). With the increase in seismic activity during the past several months, (and the middle of winter still upon us), why not send us what you've been listening to? Spread the wealth (as they say), so we can all share.

And a friendly reminder: Unfortunately, there is a 2 month delay between column submission and print. We received an invitation (for area RCMA members) to attend a Patch and Scanner meet 3 weeks before the event that could not be published before the meet. If anyone has any announcements for such meets, gatherings, etc. that wish the info to make print, remember the 2 month delay.

So until next month, we will now release the frequency for routine traffic...



RAILROADS

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

We get letters...

[From Dave Steinel (FL-031)]: Regarding the quote in the Nov. '87 column, "Looks like CSX may be extending the use of the old L&N road channel 161.370," they (CSX) are now using this channel in the Bone Valley (phosphate rock mining area) of Hillsborough and Polk counties as the road channel. This area is just east of Tampa. In Orlando 160.590 (old ACL) is the road channel. 161.100 is used as road channel on old Seaboard trackage. Glad I could contribute something. [So are we, Dave—Thanks!]

[From Gary L. Sturm (IN-045)]: Amtrak uses a police PBX repeater in Detroit on 161.505 output. I think the input is 160.245. It is a PBX system, but the only talk I have heard is Amtrak police. Conrail has a maintenance channel in Detroit on 160.500. It is also a PBX system, input unknown.

[From Don Jilson (nonmember)]: Steamtown USA at Scranton, PA has its own frequency of 160.500. Norfolk & Western has two PBX channels

in the Roanoke, VA area: 160.275 and 160.515. I've listened to these and they are busy. The NRHS channel, 151.925, is used by most groups that run fan trips in the east and one can get more info on the operation of the trip (runbys, etc.) on this freq. than on the railroad channels.

DALLAS-FORT WORTH

by BRAD CARPENTER (OH-138)

This is my second letter to you. Wanted you to know that I hear the 160.605 PBX [UP/MP, mentioned in the November Newsletter -ed.]. I have never heard any RR police on any frequency except intercity (154.95). That includes RR police mutual aid 161.205, and 160.635 which is supposed to be [M-K-T] car-to-car.

I will list the active frequencies that I hear, and include new Burlington Northern frequencies that I found in the microfiche. Perhaps you can straighten out the mergers and maintenance of way. MoPac is supposed to have 161.01 or 161.07 for maintenance of way but I have not heard them. [161.010 is AT&SF systemwide maintenance of way; 161.070 is AT&SF switching at Saginaw Yard. MoPac is now part of UP, and UP is trying to get approval to buy M-K-T. We'll put our other comments in brackets below—ed.]

160.320	Ch 2	M-K-T (have never heard, supposed to be supervisors)
160.380		BN (new license KKI 370, not heard)
160.410	Ch 1	MoPac road (heard)
160.470	Ch 2	MoPac yard (heard)
160.485		BN (new license KKI 370, not heard)
160.530		BN (not heard)
160.560		AT&SF switcher (never heard. I am fairly close to Saginaw Yard.)
160.590	Ch 1	M-K-T and BN (yardmaster Ney Yard)(heard)
160.605		[UP/MP] PBX (active)
160.650		AT&SF road (active)
160.800		[SP] PBX (active)
160.815		[MP] PBX (active)
160.965		licensed to BN (not heard)
161.100	Ch 1	BN road (active)
161.130		[BN] PBX (active)
161.160	Ch 2	BN yard (active)
161.235		AT&SF (Sub-Division)(active)
161.370		AT&SF (active)
161.430		licensed to BN (not heard)
161.475		licensed to BN (not heard)
161.520		licensed to BN (not heard)
161.550		UP & MP [SP road] (active)

CP RAIL

by GARY L. STURM (IN-045), MARK J. LANDGRAF (NY-336) and BILL FARMER (CA-VE-010)

161.475	Ch 1	Road	160.845	Ch 11 MofW
161.475/161.535	Ch 2	Dispatcher	160.845/160.335	Ch 12 PBX
161.475/160.425	Ch 3	Dispatcher	161.175	Ch 13 MofW
161.115	Ch 4	Road	161.175/160.335	Ch 14 PBX
161.325	Ch 5	Road	160.845/160.245	Ch 15 PBX
161.325/160.425	Ch 6	Dispatcher	161.265	Ch 16 MofW
161.535	Ch 7	Road	161.265/160.245	Ch 17 PBX
161.535/160.425	Ch 8	Dispatcher	161.175/160.635	Ch 18 PBX
161.115/160.425	Ch 9	Dispatcher	161.505	Ch 19 MofW
			161.505/160.635	Ch 20 PBX
			161.265/160.605	Ch 21 PBX
			161.505/160.605	Ch 22 PBX

Notes: Channel 2 is scheduled to be discontinued and replaced by #9.
CP Rail calls its PBX channels "Utility" channels.
Some of the following data is almost a year old.

Eastern Region: St. John Division & Dominion Atlantic Railway

Fredericton, McAdam, Mattawamkeag, & Moosehead Subdivisions:

Dispatcher:	Ch 3	Radio locations:	St. John, Fredericton
Road:	Ch 4		Jct., Coburn, Forest,
MofW:	Ch 13		Back Settlement, Bailey
Utility:	None		Hill, Greenville, Long
			Pond, Holeb, Trudel

Aroostook, Edmundston, Gibson, Houlton, Minto, Shogomoc, Southampton, and Tobique Subdivions:

Dispatcher:	Ch 2	Radio locations:	McAdam, Woodstock,
Road:	Ch 1		Carlingford, Wickham
MofW:	Ch 13		Corner, Hainesville,
Utility:	None		Fredericton

Eastern Region: Quebec Division

Sherbrooke Subdivision:

Dispatcher:	Ch 6	Radio locations:	Bromont
Road:	Ch 5		Nantes
MofW:	Ch 19		Sherbrooke
Utility:	Ch 20		

Dispatcher:	Ch 6	Radio locations:	Bury
Road:	Ch 5		Eastman
MofW:	Ch 13		
Utility:	Ch 20		

Eastern Region: Smiths Falls Division

Chalk River Subdivision:

Dispatcher:	Ch 6	Radio locations:	Carleton Place
Road:	Ch 5		Armprior
MofW:	Ch 19		Haleys
Utility	Ch 20		Stafford

Eastern Region: Toronto Division

Galt Subdivision:

Dispatcher:	Ch 2	Radio locations:	Steetsville
Road:	Ch 1		Ayr
MofW:	Ch 13		
Utility	Ch 14		

Dispatcher:	Ch 2	Radio locations:	Guelph Junction
Road:	Ch 1		Zorra
MofW:	Ch 11		
Utility:	Ch 12		

MacTier Subdivision:

Dispatcher:	Ch 3	Radio locations:	Palgrave
Road:	Ch 1		Medonte
MofW:	Ch 11		
Utility:	Ch 12		

Dispatcher:	Ch 3	Radio locations:	Essa
Road:	Ch 1		Bala
MofW:	Ch 13		
Utility:	Ch 14		

Belleville & Winchester Subdivisions:

Dispatcher:	Ch 3	Radio locations:	Agincourt, Brighton,
Road:	Ch 1		Tichborne
MofW:	Ch 11		Mountain
Utility:	Ch 12		St. Lazare

Dispatcher:	Ch 3	Radio locations:	Newtonville
Road:	Ch 1		Lonsdale
MofW:	Ch 13		Perth
Utility:	Ch 14		Green Valley

Eastern Region: Sudbury Division

Cartier Subdivision:

Dispatcher:	Ch 8	Radio locations:	Hagar
Road:	Ch 7		Levack
MofW:	Ch 11		Meadowside
Utility:	Ch 15		Sudbury

Little Current & Webbwood Subdivisions:

Dispatcher:	Ch 3	Radio locations:	Bar River,Blind River,
Road:	Ch 1		Spanish, Thessalon,
MofW:	Ch 13		Webbwood, Willisville,
Utility:	None		Worthington

North Bay Subdivision:

Dispatcher:	Ch 6	Radio locations:	Bonfield
Road:	Ch 5		Deux Riveres
MofW:	Ch 19		Mattawa
Utility:	Ch 20		Stonecliffe, Wylie

Parry Sound Subdivision:

Dispatcher:	Ch 6	Radio locations:	Britt, Burwash,
Road:	Ch 5		French River
MofW:	Ch 19		Rosseau Road
Utility:	Ch 20		Shawanagon

VHF MARINE

Send information, articles, frequencies and their use, and questions that relate to private, commerical, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your February 1988 VHF Marine column.

First I have just purchased a new microfiche viewer and it makes the fiche a little clearer than the old one even though the old one is still good. I am waiting for the new FCC Master Index microfiche now.

Our first report comes from John (TX-152). His report is concerning the Lufkin and Galveston areas of Texas.

Marine Ch. 13 - Navigational & SDHPT Ferries	156.650 Simplex
Marine Ch. 16 - Safety & Calling	156.800 Simplex
Marine Ch. 21 - USCG Galveston (Operations)	157.050 Simplex
Marine Ch. 22 - USCG Galveston (Civilian to CG)	157.100 Simplex
Beach Patrol (Galveston Co.) 154.800 Repeater	156.250 Input

A July 4th. 1987 celebration at Lufkin,Tx. uncovered this frequency usage: 156.800 (Simplex) - Marine Ch.16 (Coordination of speed boat races)

Here are some Frequency listings for the Galveston area:

156.800 - KEB-529 - 50 Watts - City of Galveston
156.800 - KR-8259 - 10 Watts - Southern Stevedoring - Galveston
156.800 - KZV-769 - 50 Watts - City of Galveston
156.800 - WHF-805 - 50 Watts - Western Towing Co.
156.800 - KBP-384 - 50 Watts - G & H Towing Co.
156.800 - WHG-678 - 50 Watts - G & H Towing Co.
156.800 - WXY-950 - 50 Watts - Galveston Yacht Basin
156.800 - WQB-898 - 50 Watts - Payco Inc.
156.800 - WQX-640 - 50 Watts - ITT Telecommunications
156.800 - WQB-862 - 50 Watts - Mitchell Energy & Development Corp.
156.800 - WQB-513 - 50 Watts - Radio NLPS Inc.
156.800 - WQB-310 - 50 Watts - Galveston Texas City Pilots Svc. Corp.
156.800 - WHU-627 - 50 Watts - Penzoil Producing Co.
156.800 - WHU-610 - 50 Watts - Gus Welding Service
156.800 - WHU-290 - 50 Watts - Moran Shipping Agancy of Texas Inc.

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156.800 - WHG-598 - 50 Watts - Grasso Barge & Transportation Inc.
156.800 - WHD-769 - 50 Watts - Hornbeck Offshore Services
156.800 - WHD-578 - 50 Watts - Grasso Oilfield Services Inc.
156.800 - KZA-910 - 50 Watts - Texaco Mineral Co.
156.800 - KYP-503 - 50 Watts - Mitchell Energy & Development Corp.
156.800 - KYQ-932 - 50 Watts - Shell Communications (Offshore Tower)
156.800 - KXS-361 - 50 Watts - State of Texas
156.800 - KUF-652 - 50 Watts - Southern Pacific Transportation Co.
156.800 - KTR-940 - 50 Watts - Radiotelephone & Electronics Inc.
156.800 - KTR-858 - 50 Watts - Todd Shipyards Inc.
156.800 - KTD-537 - 50 Watts - Boat Service of Galveston Inc.
156.800 - KNK---- - 50 Watts - G & H Towing Co.
156.800 - KKQ-442 - 50 Watts - Houston Pilots Association
156.800 - KJA-951 - 50 Watts - Texas A & M Marine Operation
156.800 - KGA-447 - 50 Watts - Tesoro Petroleum Distributing Co.
156.800 - KEB-253 - 50 Watts - Galveston Texas City Pilots Svc. Corp.
156.800 - KCQ---- - 50 Watts - Sealcraft Operators Inc.
156.800 - KAF-333 - 50 Watts - State of Texas (Geophysics Institute)
156.800 - KAF-234 - 50 Watts - City of Galveston
156.650 - KXS-361 -  1 Watt  - State of Texas
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I cannot find any Drawbridge listings in the Galveston area in the microfiche that I have. I will check the new microfiche when it arrives.

Our next report comes from Steve (MI.-183). Steve lists frequencies heard in Detroit along the Detroit River. He works just 2 blocks from the river and occasionally brings his Regency HX-1000 hand held scanner to monitor river traffic. Also on the list are frequencies used by the Canadian & U.S. Coast Guards to direct vessels thru the Soo Locks at Sault Ste. Marie (156.700 is the main channel). If any of our readers are in his area he suggests that they tune in to this channel as well as the Coast Guard Channels on his list for some exciting Great Lakes Marine Communications.

FREQUENCY	CHANNEL	USE
156.300	06	U.S.C.G. Navigation Directions
156.350	07	Tugboats
156.425	68	Small Craft Ship-to-Ship
156.450	09	Detroit Yacht Club
156.500	10	U.S.C.G./Army Corp of Engineers
156.550	11	U.S.C.G.
156.595		Canadian Coast Guard
156.600	12	U.S.C.G./C.C.G./Vessel Traffic
156.650	13	Ship Assistance/Tugs/Vessel Info
156.700	14	U.S.C.G./C.C.G.
156.800	16	U.S.C.G./C.C.G. - DISTRESS CALLS
156.900	18	Barges & Tugs
157.050	21	U.S.C.G./C.C.G.
157.075	81	U.S.C.G./C.C.G.
157.100	22	U.S.C.G./C.C.G. - Marine Information Broadcasts
157.125	82	C.C.G.
157.150	23	U.S.C.G.
157.175	83	U.S.C.G./C.C.G.
161.800		C.C.G.
161.875		C.C.G.
161.900		C.C.G.

156.700 - SOO LOCKS,ST.MARY'S RIVER,SAULT STE.MARIE,MI.

U.S.C.G. = UNITED STATES COAST GUARD
C.C.G. = CANADIAN COAST GUARD

I have received a request from Kurt (IL.-342) for any frequency information about Illinois especially the Arlington Heights area. Any one having any information please send it in and I will forward it to Kurt.

I am sure that some information has been mispalced or never received during the last few months. If you sent in any information and have not seen it in print please write me and I will try to track it down.

Well it is a short column this month and the mailbag is empty. LETS TRY TO FILL IT WITH FUTURE REPORTS.

RCMA NEW MEMBERS LIST

AL 032 - BOB LOGAN;505 LYNNHURST CT;MONTGOMERY;AL;3611
AZ 086 - GREGG LYTTLE;4139 E ROSE RD;PHOENIX;AZ;8504
CALA717 - FRANK W. JAMESON;658 CHAUCER ROAD;SAN MARINO;CA;9110
CALA718 - J. WESTDROP;1440 OAKCREST AVE;S PASADENA;CA;9103
CALA719 - DONALD --LAST NAME AND ADDRESS WITHELD BY REQUEST
CALA720 - JACKIE C THOMPSON;23951 SUNSET CROSSING;DIAMOND BAR;CA;9176
CALA721 - ZETA SOUND SYSTEMS /C.D.HAPS;6934 TUJUNGA AVE;
NORTH HOLLYWOOD;CA;9160
CAMO008 - KEN --LAST NAME AND ADDRESS WITHELD BY REQUEST
CAOR335 - HARRY DAVIS;1019 PINE DR;FULLERTON;CA;9263
CAOR336 - JAMES MANIS;6587 SEQUOIA DR;BUENA PARK;CA;9062
CASD085 - T.C. ASKEW;700-U E REDLANDS BLVD #192;REDLANDS;CA;9203
CASH007 - HARRY MARNELL;2162 SACRAMENTO ST;READING;CA;96001-172
CASJ017 - DALE --LAST NAME AND ADDRESS WITHELD BY REQUEST
CASR031 - BRADFORD S SMITH;1020 BAILARD 'F';CARPINTERIA;CA;9301
CAVE035 - RICHARD W MCDONALD;397 SALEM AVE;OXNARD;CA;9303
CT 109 - JUDITH --LAST NAME AND ADDRESS WITHELD BY REQUEST
FL 250 - AL STERN;1127 S PATRICK DR SUITE 3;SATELLITE BEACH;FL;3293
GA 084 - S.L. SALVANT JR;RT 3 BOX 456;TOCCOA;GA;3057
GA 085 - DAN --LAST NAME AND ADDRESS WITHELD BY REQUEST
GA 086 - JOHN B HANSON;RT 2 BOX 1374;HAHIRA;GA;3163
GA 087 - CHARLES W WORKY;3151 BOB COX RD;MARIETTA;GA;30064-176
IL 365 - ANDREW SMOKERISING;4700 HIGHLAND AVE;DOWNERS GROVE;IL;6051
IL 366 - BRIAN SCOTT BERNHARDT;105W CROFOOT;SANDWICH;IL;6054
IL 367 - JOHN --LAST NAME AND ADDRESS WITHELD BY REQUEST
IL 368 - J.B. HOFFMAN;1709 N CRILLY CT APT 4E;CHICAGO;IL;6061
IL 369 - ROGER MAYNULET;6116 N KNOX AVE;CHICAGO;IL;6064
MA 183 - LOVISA --LAST NAME AND ADDRESS WITHELD BY REQUEST
MD 134 - WILLIAM R. MORTON SR;2011 ORMAND ROAD;BALTIMORE;MD;2122
MD 135 - ANTHONY PETRAILIA JR;8320 ANALEE AVE;BALTIMORE CO;MD;2123
MI 189 - JOHN G. LADD;20211 COUNTRY CLUB;HARPER WOODS;MI;4822
MI 190 - RICHARD MASI;15635 STEPHENS;EASE DETROIT;MI;4802
MI 191 - LES FORD;12569 E BRISTOL;DAVISON;MI;4842
MO 116 - JOE BINGENHEIMER;330 NORTH SEVENTH ST;FESTUS;MO;6302
MS 034 - WILL MCGILVARY;111 KENCREST DRIVE;GULFPORT;MS;3950
NE 018 - ROBERT PARKE RUSSELL;P.O. BOX 192;PAWNEE CITY;NE;6842
NJ 246 - JOHN A. FERRARO;85 TICES LANE 3-26;EAST BRUNSWICK;NJ;0881
NJ 247 - JOHN N. TELEP;273 COSTA MESA DRIVE;TOMS RIVER;NJ;0975
NJ 248 - JOHN .--LAST NAME AND ADDRESS WITHELD BY REQUEST
NY 409 - RICHARD --LAST NAME AND ADDRESS WITHELD BY REQUEST
NY 410 - ALFRED TRUESDELL;RDL BOX 261;PRATTSVILLE;NY;1246
NY 411 - CLIVE H BUBB;1254 LA BARON CIRCLE;WEBSTER;NY;1458
OH 209 - D.O. CAMPBELL;P.O. BOX 127;KETTLERSVILLE;OH;45336-012
OH 210 - KEVIN T. SCHROEDER;572 S OAK ST;OTTAWA;OH;4587
OR 081 - EUGENE CHILSON;735 SW ST CLAIR APT 2005;PORTLAND;OR;9720
RI 033 - GILBERT E MC CABE;28 BARON ROAD;BARRINGTON;RI;0280
TX 215 - TOM ZIKOWSKY;8378 SPRING VALLEY RD 103;DALLAS;TX;75240-392
TX 216 - MARTY W --LAST NAME AND ADDRESS WITHELD BY REQUEST
TX 217 - DARYL WYLFL;RT 1 BOX 9;MOULTON;TX;7797
WA 089 - STEPHEN T PRATT;19002 8TH AVE E;SPANAWAY;WA;9838
WA 090 - JOHN R LEADEN;P.O. BOX 5262;LYNNWOOD;WA;9804
WI 097 - GENE E MEINER;2217-1A BOLLMANN DRIVE;SHEBOYGAN;WI;5308

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

During the month your membership — and therefore your newsletter delivery — is due to expire, you will receive a renewal notice in the form of a postcard. It contains all the information you need to continue receiving the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. If your check/MO is received after this cut-off date, you will miss the next issue of the newsletter and your new renewal date will be moved back accordingly.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 30¢.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

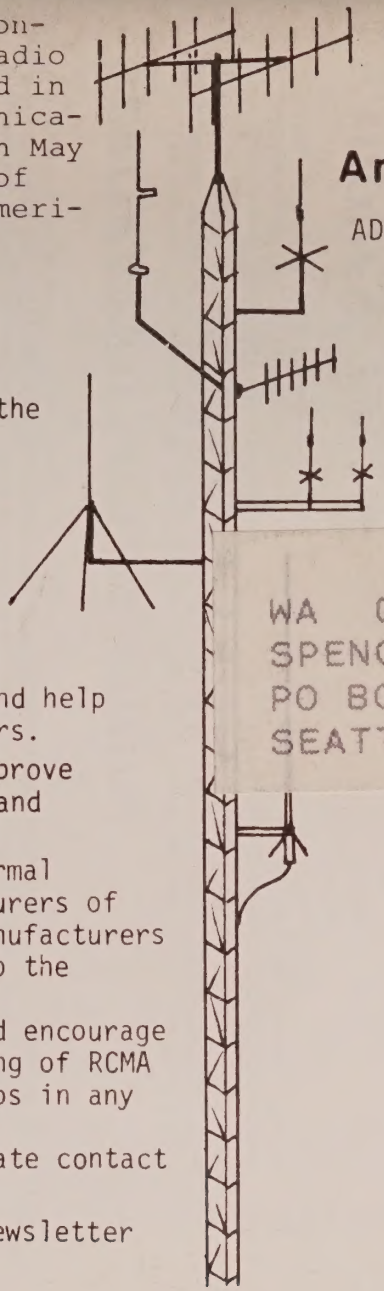
PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The RCMA Board of Directors supports the policy of not printing certain federal law enforcement frequencies, e.g., Secret Service, FBI, Customs, DEA. Agreement with this policy has been reinforced by a membership survey.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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